

INSIDE TRACK



"GATEWAY" TO FISHERMAN'S
WHARF

(SEE PAGE 13)



● FEBRUARY 1937 ●

VOLUME 16

NUMBER 2

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET  SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

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VOL. 16

FEBRUARY, 1937

NO. 2

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Your Opportunity

You have a very fine opportunity to do a very big job with very little effort. Last month we asked for salesmen. We also showed the need for more and better selling. There are about 2800 employees earning their living from this company in return for their labor. Let each employee get one new rider and we have an increase in business of \$140.00. Suppose each new rider makes a round trip and pays two fares for our services, the return to the Company will be double this amount, or \$280.00. Win these new riders to our service for daily trips and substantial gains will be made. A very good start and with very little effort for each employee.

In fact this is the best kind of security for future employment for the wage earner. Just so long as the Company can pay all their obligations out of revenues, the business is a going concern and there is no reason for cutting expenses or jobs in order to be able to pay the bills. The owner who has saved his earnings and invested it in the property is entitled to a fair rate of interest just as you are entitled to interest on the money you may have in a savings account, and to keep the Company solvent it is necessary to earn interest on that investment.

Let us each use the opportunity we have to do a really good job. Get one new, regular rider and help keep the riders we already have by giving them no cause for complaint. Do your bit—make use of your opportunities.

Review

During the past few weeks we put five posters on your bulletin boards, designed to help sell transportation.

We cannot hire salesmen on commission to go out and sell transportation from house to house as others do when they sell package goods. Our commodity is too cheap and intangible to handle in this manner: It is therefore our duty as individual representatives of the Company to boost the Company and its service to the public, to our friends, and to our neighbors. Keep ourselves before the public as courteous, friendly agents, selling and delivering a good article (good transportation) at a very low price, and giving every passenger his money's worth.

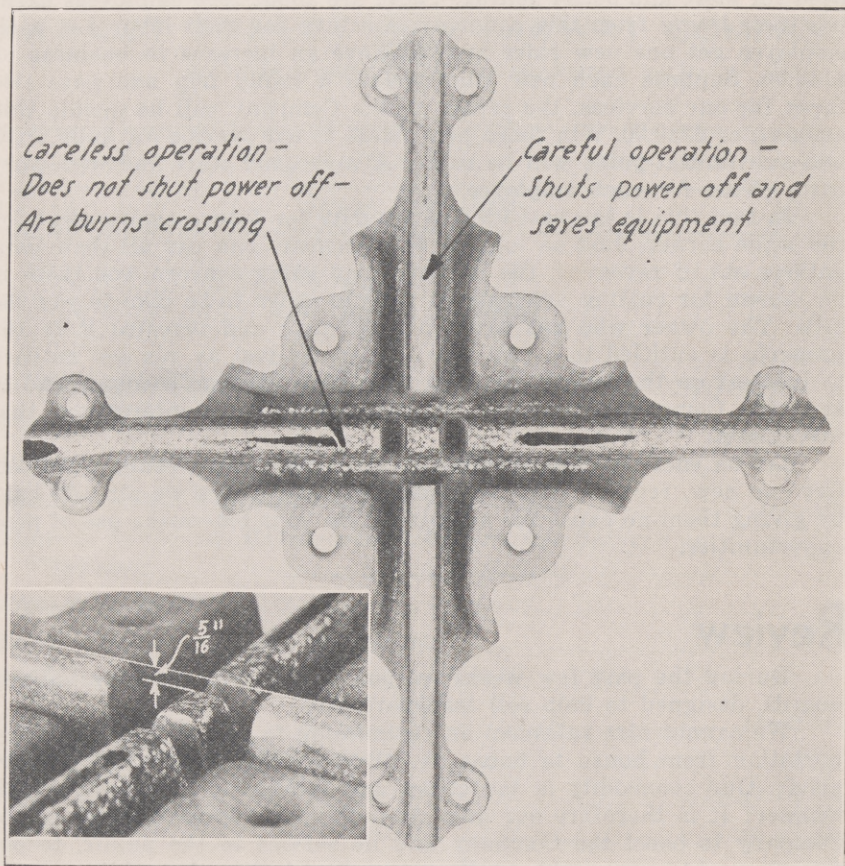
We can do this job—let's get started now.

Just as a reminder we reprint below the five bulletins in the order in which they appeared.

- (1) "Are you SELLING our Transportation by telling people why they should use it?"
- (2) "Let's SELL our rides to those who do not use them—NOW."
- (3) "If you SELL and I SELL, we can produce more riders."
- (4) "Let's TELL everybody why they should use White Front cars."
- (5) "Have you SOLD White Front Car transportation to ONE friend?"

If you have not sold a friend the use of our service, it is never too late. Start now, and help keep the passengers we have.

Needless Waste



The life of overhead crossings can be greatly lengthened if motormen and operators will shut off power when passing under them. Where the trolley wire of one line crosses that of another, while not easily fired, is burned away by the electric arc produced by the trolley wheel rolling over it with the power on.

Other metal parts suffer damage as well when the trolley wheels contact them with current on, for the shape of these metal parts is different from that of a trolley wire. The trolley wheel, because of its constant grooving on the small trolley wire, is given a bump as it strikes the added thickness of the cross-over, causing arcing and "spitting" which burns away sections of the crossover and of the trolley wheel.

The above picture shows one of these crossovers recently removed from the intersection of Ninth and Harrison Streets. The portion that

is burned away tells the story. Note that 5/16 of an inch is burned away on that portion of the crossover used by the street cars. The motormen on the Ninth Street cars failed to shut off power, resulting in a loss to the company—the cost of a new overhead, together with installation charges. It may be seen that, that portion of the crossover used by trackless trolleys is as good as new, and had the motormen crossing the trolley coach wires shut off the power, this crossing would have lasted indefinitely.

May we urge you to cooperate in eliminating this wasteful practice. It isn't just one or two crossovers that we destroy; there are some three hundred (300) of them on our system. Spot these crossover points and make it a habit when crossing to—SHUT OFF THE CURRENT.

Motorman J. Juedes Receives 50 Year Medal



The San Francisco Call-Bulletin of January 27th carried the picture of Vice-President L. V. Newton making presentation of the Fifty Years service badge to Motorman John Juedes, of Turk and Fillmore Division. The picture is shown here through the courtesy of the Call-Bulletin.

Mr. Juedes, still a comparatively young man, remembers many famous patrons of the Pacific Avenue line, which was part horse drawn and part cable. William Coleman, head of the Vigilantes, Colonel Stevenson, of the Monterey regiment, Jim Flood, and Fremont Older, then editor of the Call-Bulletin, and the 1906 Fire and its experiences are among the recollection of Mr. Juedes, who is still a faithful employee of the Market Street Railway.

Interview with a Non-Accident Conductor

Conductor's Name Wiibbeld

Q—Mr. X! In going over your records, I notice you have been working for several years, and yet your record is clear of boarding and leaving car accidents, also free from complaints of discourtesy. How do you account for this fine showing?

A—Many things have to be considered. Among them are:

- 1—I never give the bells for the motorman to start until I first look out for approaching passengers who may be making an effort to catch my car. This rule was very thoroughly impressed on my mind by my Line Instructor many years ago, and I have always understood the importance of it.
- 2—I always watch the signals, if any, and never give the bells until the signal changes. This makes it unnecessary to give short bells, which is annoying to my passengers, and might also cause some one to fall by the sudden starting and stopping of the car.
- 3—I never take any chances with people leaving my car—always keep on the alert, and I do not allow anyone to step down on the step until the car has reached the proper stopping place. By so doing, I keep everyone on the platform where I stand, and so make it impossible for anyone to step off.
- 4—By keeping the rear platform as clear as possible during the rush hour and school trips, I have plenty of room to do my work properly and my customers have free use of available space both in entering and leaving the car.
- 5—By calling streets I have found that rarely does a passenger of mine have to hurry to either end to get off and so is not off balance at any time and likely to fall.
- 6—By limiting my conversation with my patrons to the necessary answers to their requests for information, etc., my mind is free at all times to concentrate on the work to be done.
- 7—I always watch for approaching automobiles where we turn off, warning the driver by extending my arm, letting him know we are changing direction.
- 8—I always keep the car well lighted and ventilated so the passengers can ride in comfort and read without effort. The satisfied passenger is the easiest to handle and make good witnesses if and when needed.
- 9—And last, but not least, is the cooperation I have received from the motormen who work with me, operating smoothly, watching for belated and transferring passengers, waiting for them to board if I should not see them, and otherwise doing his job well in pleasing the passengers, which accounts for the lack of complaints on my record.

MARKET STREET RAILWAY COMPANY
Office of Vice President in Charge of Transportation
58 Sutter Street

January 15, 1937

Notice to Conductors, Collectors and Safety Car Operators

In the past few months our revenue has been showing a marked decrease. This is partly due to keen competition with other railways, jitneys, taxicabs and automobiles of all description.

In an effort to overcome this condition it is requested that when a passenger pays a fare to one of our employees that he should say to the passenger, "THANK YOU."

Of course, there are times, and points, where a large number of passengers may board the car and on these occasions we do not expect our employees to thank each and every passenger. However, it is requested that the first and last passenger paying fares at such times be thanked.

Further, in soliciting witnesses to accidents it is suggested that when a passenger gives his name that you use the term, "THANK YOU VERY MUCH."

In rejecting an invalid transfer please be governed by our special instructions, copies of which may be obtained from your Dispatcher.

When requesting passengers to clear the platform be as polite as possible by using the word "PLEASE" and when platform is cleared again use the words "THANK YOU."

A. W. BROHMAN,
Vice President
In Charge of Transportation.

✓ ✓ ✓

Notice to Trainmen on Passing Up Passengers

I have been wondering if our employees realize the effect upon our patrons of being passed up when no other car is following within a reasonable distance.

It is only natural that our patrons will desert us and look for other means of transportation after being passed up. As a consequence we lose their friendship as well as their patronage and the very thing the company is trying to build up, PUBLIC GOOD WILL, is broken down.

Just think this over. Place yourselves in the position of our patrons who depend upon our transportation to get them to work on time and after waiting at the accustomed corner a car comes along and passes them up, compelling them to wait for the next car and, of course, making them late for their work. Under the circumstances how would you feel?

When this happens a few times many patrons decide to use their own autos and in doing so also carry their friends and neighbors to and from work.

Our business is selling transportation and as you are our authorized salesmen the impression made by you upon our patrons reflects upon the company.

A. W. BROHMAN,
Vice President
In Charge of Transportation.

Program of Events

M. H. DeYoung Memorial Museum.
Golden Gate Park, Cars 5, 21.
Open Daily from 10 a.m. to 5 p.m.

‘ ‘ ‘

EXHIBITIONS

Loan Exhibit of Islamic Art
Opening February 20th.
Etchings and Lithographs by James McNeil Whistler,
From the collection of Lessing J. Rosenwald.
Opening February 20th.

‘ ‘ ‘

CALIFORNIA PALACE OF THE LEGION OF HONOR

Lincoln Park. Cars 1-2
Open daily from 10 a.m. to 5 p.m.

‘ ‘ ‘

EXHIBITION

New horizons in American Art.
An Exhibition of Work Done under the Federal Art Project of the
Works Progress Administration. Assembled by the Museum of Modern
Art.

Opening February 15th.

‘ ‘ ‘

SAN FRANCISCO MUSEUM OF ART

Veteran's Building, Civic Center, Car 5
Miniature Garden Exhibit February 13 to March 22
An exhibition of gardens in miniature has been assembled, illustrating types of garden design from earliest periods. A large contemporary section includes the work of outstanding landscape architects and architects who are leaders in the modern movement.

In addition to the garden models, the work of the Pacific Coast Chapter of the American Society of Landscape Architects will be on view, as well as modern tapestries, old garden prints, landscape paintings, books and photographs.

Strange!

Seven per cent of the world's population is in the United States. This seven per cent consumes half the world's coffee, three-fourths of the world's silk, two-thirds of the world's crude oil and has more purchasing power than all the people of Europe. And yet our citizens are continually told that the American system has broken down. Strange breakdown!

One in a Million

San Bruno Mushroom Co., & Robert T. Nonken, Trustee

January 19, 1937

Market Street Railway Co.

58 Sutter Street,
City.

Gentlemen:

This morning, I had occasion to go to the Victor Equipment Company, 844 Folsom St., San Francisco, and when I pulled up on the west side of Folsom Street, the street was marked closed. I had to go to the Equipment Company, about 150 feet further on Folsom Street, so not thinking that any cars were running, I parked in the car tracks.

When I came out I saw the cars blocked and realized my mistake and I got out as fast as I could.

For my stupidity and your inconvenience, please accept my sincere apologies.

Very truly yours,

Edward F. Felvey,
1560 Hudson Ave.
San Francisco, Calif.

Thanks for Service

January 27, 1937

Mr. A. W. Brohman, Vice President

Market Street Railway Company

58 Sutter Street,

San Francisco, Calif.

My Dear Mr. Brohman:

I want to say a personal "thank you" for the beautiful thing you did in sending your representative to conduct us to the Palace Hotel on December 21st. Our day was made perfect by your contribution.

Cordially and most gratefully yours,

(Mrs.) Emma B. Laizure,

San Francisco Methodist Orphanage
3841 19th Street

Cliff House News

The old timers preparing for a call to the Great Beyond who bask in the memories of the past, when the world-renowned Cliff House was enjoying the heyday of its glory, no doubt, rejoice in the welcome news that the famous caravansary will be reopened under auspices that insure its functioning as a world resort for years to come; and the new generation who know it only in story are looking forward, eagerly, until they too, may participate in its opening. And both may feel a deep satisfaction over the joyful news that the Whitney Brothers will operate it. That the Cliff House will prosper in their hands, is assured as the Whitney Brothers success in making Playland at the Beach one of America's great amusement parks, abundantly attests.

No like institution has ever brought so great amount of fame to any city as has the Cliff House. For it has always been not only a part of San Francisco, like Golden Gate Park, the City Hall, the Civic Auditorium and the Museum of Fine Arts . . . but in a larger sense it is much more than any of these representative institutions because it stands for a larger combination of things . . . things aesthetic, things historic, things racial and international.

Internationally, the Cliff House is important, as it marks the end of the white man's journey across continents and seas; the terminus of the pioneer's westward march as he builded his Empires.

Since the day the first Cliff House was built, with lumber salvaged from a ship which piled up on the rocks, a stone's throw from the site where it now stands, the Cliff House has ever been an attraction for the great of the world . . . kings, lords, dukes, earls, statesmen and presidents, have congregated there, just as they have gone to the Riviera and Monte Carlo, to escape the burdens of State and to enjoy the happy contentment of leisure.

According to some historians, it was Sam Brannan, a former Mormon elder who later became a financial nabob, who built the first Cliff House, and they record the opening date as 1858, under the management of Captain J. R. Foster . . . however, until 1861, it was called the Seal Rock House, which is not to be confused with the Seal Rock House which was later built at the corner of Balboa Street and the Great Highway.

In 1861, Foster, who had been a purser on the "Orizaba," plying between San Francisco and Panama, rebuilt the place, enlarging it and renamed it the Cliff House. Foster managed both the first and second Cliff Houses, retiring after 20 years, broke. In 1879 the Cliff House was sold to Sheldon and Sheldon, who in turn sold it to C. C. Butler. J. M. Wilkins, who later owned the Savoy Hotel, took over the management, and the fame of the Cliff House's cuisine grew mightily.

During the early '80s, Adolph Sutro, who tunneled his way to wealth, and king of the Comstock Mines, bought the Cliff House and maintained it as part of the vast Sutro Estate. 1890 brought disaster when the schooner "Parallel," loaded with 10,000 cases of nitro-glycer-



First Cliff House—1858

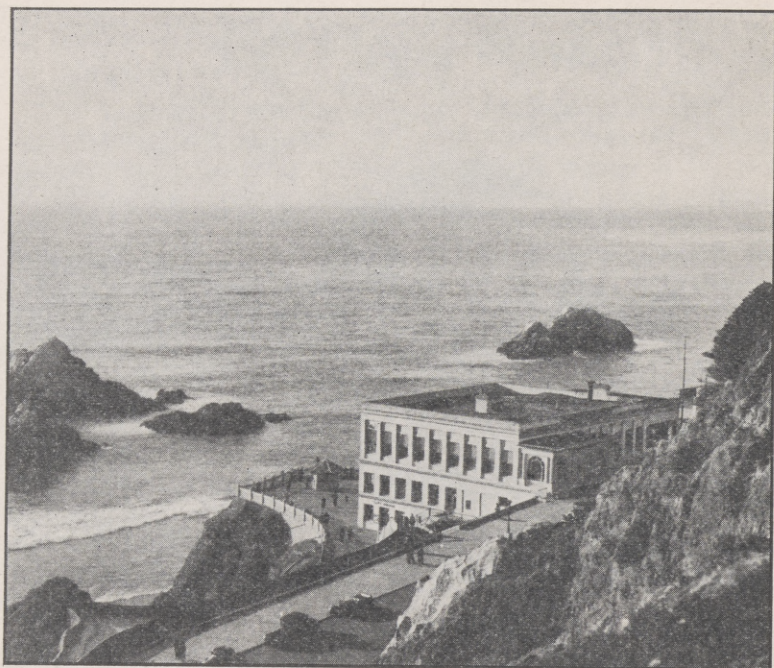
ine, exploded below the cliff and a huge ball of cordage shot up into the air as a speeding comet and then fell upon the Cliff House with a report like the crack of doom. It tore away one end of the building. Rebuilt, it met complete doom when it burned to the ground Christmas night, 1894.

Two years later, Adolph Sutro built his fanciful chateau with high gables—an ornate structure that captured the eye and made it the showplace of the city . . . it, to, was reduced to ashes, September 8, 1907. Even today, its beauty is still reflected on postcards.

Much pomp and ado attended the opening of the fourth and last Cliff House in July 1909. Simplicity was the keynote of its architecture . . . of concrete and steel, it was built for permanence. In its detail it does not offend the magnificence of the sea, or its rugged cliffs. Broad windows of three stories look out upon the swirling waters which torment the basalt cliff upon which it rears its head, and the Seal Rocks, inhabited by some 400 sea lions.

Prohibition closed the doors of the Cliff House and sad years followed—the curse of unlucky “13”—for that is the number of years it has stood stark and lonely in its austerity.

Hammers of workmen will soon rouse it from its lethargy—once again will echo the ring of laughter, the excited “ah’s,” as visitors from all parts of the globe look out upon a scene of superb beauty, and the gleeful chatter of happy diners will once again blend in a symphony of intriguing tempo, because George K. and Leo C. Whitney had the courage and enterprise to give the famous Cliff House rebirth.



Present Cliff House—Built 1909

Whitney Brothers have also purchased the block of buildings, abutting to the north, which will be rebuilt at once. When completed the new buildings will be at least 50 feet longer, extending out to the very edge of the cliffs. They have also taken over ownership of the Cliff House Gift Shop, from Harry R. Kramer, and henceforth will operate it as a Mecca for shopping tourists. The new Gift Shop, when rebuilt, will occupy approximately 10,000 feet of floor space, making it the largest and best stocked souvenir and novelty shop in the west.

To perpetuate the glories of the past, Whitney Brothers are planning to open a Free Museum of Early Day San Francisco, at the Cliff House. They expect to open the New Cliff House during April or May, this year.

To reach the Cliff House, Seal Rocks, and Playland, at the Beach, take white front cars Nos. 2, 5 or 7.

DO YOU KNOW

John Barleycorn is a "back seat driver" and often changes the minds of autoists; but when you sound the gong and shut off the controller you can give "John" the ten point count by avoiding an accident?

Items of Interest

Louisville Railway started Trackless Trolley service with 20 coaches on their Walnut Street line on December 27, 1936. On January 17 they completed changing this line and installed a total of thirty-two coaches.

~ ~ ~

On January 23, all trolley service was discontinued in Louisville on account of the flood in the city. The shortage of power made this necessary. Cincinnati, Ohio was also damaged by flood water but not so extensively as Louisville. Smaller places, cities and towns along the Ohio River were also damaged. Louisville resumed service gradually as power became available and the water receded from the streets.

~ ~ ~

Norfolk, Va. have just purchased 253 parking meters for a trial installation, to be used in their shopping district. The City Council have asked for a ninety day trial installation.

~ ~ ~

GIVING: It is easier to give the right of way than to give cause for an accident.

~ ~ ~

Keep the Tracks Clear

Certainly the trolley tracks should be kept clear for the use of trolley riders. Chestnut and Walnut Streets are horrible examples of stalled cars and cluttered automobiles, preventing all reasonable locomotion. With accomplished audacity an automobilist will back and fill for five or ten minutes to get a space from which he or she cannot emerge without crushing bumpers or fenders. If it keeps up, every motorman will have to be provided with a block and tackle and a huge shoehorn.

—From Transit Journal News
December 12, 1936.

GOLDEN GATE INTERNATIONAL Exposition, A Pageant of The Pacific:

A grove of century-old olive trees will be brought from Saratoga to line the driveways of the Exposition. These trees are descendants of the Mission olives first brought to California in 1777. These early trees were planted by Don Jose Arguello on the Quito ranch. Tons of native soil will accompany the trees to the Exposition grounds.

~ ~ ~

Early next fall, thousands of shrubs and trees will be moved to Exposition Island from Balboa Park and Golden Gate Park nurseries, according to present plans. At present, both these nurseries are being filled with plants, shrubs and trees from all over the Pacific Coast. These will have the best of care and have a chance to become accustomed to the climate of this district. Mr. Delaney, Superintendent of Equipment reports lots of activity at Balboa Park. Three greenhouses and two lath-houses are now being erected. Here 5,000,000 flowers and plants will be grown and nursed for the Exposition. In the nurseries will be found oaks, madrones, olive, willows, acacias, palms, yews and many other varieties.

~ ~ ~

Paper Weights

Paris, (INS.) Old trolley lines which have been pulled up from the Paris streets have come to a dignified end. Cut into sections a few inches long, they have been chromium plated and are being sold as paperweights, for people who have no doubt some sentimental reason for wishing to remember a ride they took, once upon a time, in a Paris trolley.

THINK SAFETY

SAFETY

You have noticed the many articles we are publishing on the subject of SAFETY. You are probably aware that the total number of deaths on the streets and highways of the United States for 1936 will approach the 36,000 figure. That means many more injuries, and nearly as many families left to mourn the sudden passing of loved ones, on account of traffic law violations.

Every citizen must take more interest in the problem of traffic safety, and insist upon respect of law and obedience thereto. Aroused public sentiment will do more to bring about enforcement of our present laws and respect for law and order than all the advice ever printed. You can help bring this change about. Never let the opportunity pass to say a word for law enforcement. Teach respect for the constituted authorities and have a word of caution for the careless driver. Advocate the need for training and experience.

Street car motormen and operators are all trained drivers and because they are trained for their task of meeting traffic difficulties, they have a very good record. Very few fatalities are caused by these trained men. We think that more drivers should be trained before they are permitted to drive a powerful vehicle on the public streets. This, of course, means more laws and adequate enforcement machinery. BUT the reduction of fatal accidents, the saving of life and injury would make this regulation worth while. The few who are forbidden to drive because of their inability should know that they are performing their duty to their fellow men by protecting them. He is performing a civic service which may mean his own life as well as that of others.

It is much better to be safe than sorry.

THINK SAFETY

THE INSIDE TRACK

TOOTLE HORN, BEWARE ROAD MOPE IN JAPAN

(From the Call Bulletin, Nov. 19, 1936)

NEW YORK, Nov. 19 (INS). — "Tootle your horn melodiously," you motorists who plan an automobile trip through Japan, and be polite to the "road mope."

Wierdly anglicized Japanese road rules were available today to motorists who are thinking of a trip in Japan in a linguistic quarterly known as "American Speech" and published by the Columbia University Press.

The rules, which explain how to deal with jaywalkers and the "skid demon," are:

1.—"At the rise of the hand of the policeman, stop rapidly. Do not pass him or otherwise disrespect him.

2—"If pedestrian obstacle your path, tootle horn melodiously. If he continue to obstacle, tootle horn vigorously and utter vocal warning such as 'hi, hi.'

3—If wandering horse by roadside obstacle your path, beware that he do not take fright as you pass. Go soothingly by, or stop by roadside till he pass away.

4—"If road mope obstacle your path, refrain from pass on hill or round curve. Follow patiently till road arrive on straight level. Then tootle horn melodiously and step on, passing at left and waving hand courteously to honorable road mope in passing.

5.—"Beware of greasy corner where lurk skid demon. Cease step on, approach slowly, round cautiously, resume step on gradually."

HE WHO PLAYS
SAFE TODAY
LIVES TO PLAY
ANOTHER DAY

Scram!



Lost Badges

To the conductor, motorman or employee turning in any one of the badges listed below the Transportation Department will pay \$5.00 reward. Bring the recovered badge to Room 719, at the Main Office, 58 Sutter Street, for your money.

Inspectors			
24	65	75	
Motormen and Conductors			
38	830	1387	2005
75	872	1397	2028
76	909	1423	2031
82	981	1495	2149
96	1001	1502	2222
101	1004	1504	2234
130	1065	1554	2276
195	1077	1588	2291
235	1162	1629	2323
449	1176	1690	2329
524	1178	1694	2356
538	1219	1719	2555
549	1232	1776	2559
551	1272	1885	2627
576	1291	1886	2762
597	1300	1895	2779
600	1312	1923	
603	1368	1976	

"GATEWAY" TO FISHERMAN'S WHARF

The cover picture on this issue of Inside Track was taken by the Editor recently. It shows the water, gateway, to Fisherman's Wharf. The fishing boat, in the center of the picture is heading out to sea for a night of fishing. It is one of the fleet of several dozen boats of similar size which use the wharf.

This "bit of Venice" is one of the most interesting spots in San Francisco. It is served by two of our White-Front cars, the No. 15 Kearny line and the Powell-Mason Bay cable line. Take this trip for an afternoon of interesting sight-seeing and amusement, and tell your friends about it.

‘ ‘ ‘

The Individual

"Tell me, sir. Who was braver than Lancelot, wiser than Socrates, more honest than Lincoln, wittier than Mark Twain, and more handsome than Apollo?"

"My wife's first husband."—Toronto Globe.

Commendations

JANUARY, 1937

	Jan. to Dec.	Jan.
Geneva	17	1
Oak & Broderick	31	0
Turk & Fillmore	23	0
McAllister	22	0
Sutro	18	0
Twenty-Eighth	18	0
Twenty-Fourth	14	0
Washington & Mason	11	0
Third	10	0
	133	1

OUT IN FRONT

So it is with Geneva who received the only commendation during the month of January. Aside from taking first place for 1937, their record was six on the yearly report for 1936. Oak and Broderick had a total of thirty-one letters of commendation for the year.

Who's Who Among Probationers

CONDUCTORS

Sixteen probation conductors passed their final tests on Tuesday, December 29, 1936.

Complete list below.

Geneva

Crowe, F. J.
Furnanz, D. L.

28th Street

Armstrong, W. A.
Young, E. C.
Carter, R. W.

McAllister

Evans, Stanley
Risso, J. L.
Staley, C. T.
Shaffer, V. L.

Sutro

Martinez, G. F.
Wells, E. J.
Evans, M. P.
Leahy, J. J.
Curtiss, W. P.

Washington & Mason

Carl, F.
Gabriel, E.

Standing by Divisions

Geneva	98.1%
McAllister	96.5%
28th and Valencia	96.3%
Washington and Mason	94.8%
Sutro	90.2%

December Averages	95.2%
November Averages	93.2%



C. O'Neill

MOTORMEN

Ten probation motormen passed their final examinations on Tuesday, Dec. 29, 1936.

C. O'Neill, Oak and Broderick Division, heads the list with 100% marks in his exams and the best showing in accident prevention.

Oak & Broderick Complete list below. 100%ers in heavy type.

Geneva

Bryant, W. T.
Howse, R. W.

28th Street

Clark, M. H.

Oak & Broderick

O'Neill, C.
Johnson, O. C.

Sutro

Faulk, M. H.
Gutchow, H.

McAllister

Beck, J.
Nicol, A. E.
Riddell, W. C.

Standing by Divisions

28th & Valencia	100 %
Oak and Broderick	99.8%
Geneva	99.6%
McAllister	99.2%
Sutro	99.0%

December Averages	99.5%
November Averages	93.2%

Who's Who Among Probationers

MOTORMEN

Three gripmen and ten motormen passed their probation examinations at Instruction Hall, Tuesday, January 26, 1937.

The laurels were carried off by Washington and Mason's gripmen—all three made 100 per cent on the check list and equipment tests.

Complete list below. 100 percenters in heavy type:

28th & VALENCIA

Kramer, J. J.
Hulsker, C. F.
Hicks, R. W.

OAK & BRODERICK

Schmidt, L. F.
Murphy, P. J.
Ostrogradsky, Leo.
Ulrich, R. H.

McALLISTER

Fifer, V. K.
Mencke, A. G.
Garver, W. R.

WASHINGTON & MASON

Fontaine, E. P.
Untiedt, L. A.
Landrus, G. L.

STANDING BY DIVISIONS

Washington & Mason	100.0%
28th & Valencia	99.3%
Oak & Broderick	98.7%
McAllister	98.5%
General Average	99.1%

CONDUCTORS

Six conductors passed their final tests at Instruction Hall Tuesday, January 26, 1937.

While none reached the 100 mark, all were in the early nineties.

Complete list below.

McALLISTER

Jacobs, Alexander
Huntley, W. R.

WASHINGTON & MASON

Nims, C. R.

SUTRO

Stimmel, J. L.
Baesel, I. A.
Hearst, S. E.

STANDING BY DIVISIONS

Washington & Mason	93.3%
McAllister	92.2%
Sutro	91.5%
General Average	92.3%

DO YOU KNOW

That if you use physical restraint when a child or lady attempts to step off a moving car you may save a broken arm or leg or a human life?

• As Others See Us •

Motorman A. Cook and Conductor J. Gelbman Receives a Word of Praise



Mr. Earl G. Ryan, Editor,
Inside Track,
Market Street Railway Co.

Dear Mr. Ryan:

I feel the urge to give some expression of my sense of appreciation of the fine work of the Conductor and Motorman on your Car 1234, reaching our Palm Drive Station at 1:16 p.m.

today on time. The motorman I did not know since passengers have but little opportunity to meet the head end man. The Conductor was well known to me (though I cannot recall his name) as a courteous, even-tempered man, always "on the job" sometimes under trying conditions. The best of these two men ought to be good enough to satisfy anyone.

The run down today must have been rather trying, heavy weather and poor visibility.

Very truly yours,

H. J. Dickinson,
815 Edgehill Drive,
Burlingame, California.



Later—Another Commendation for San Mateo Line Trainmen

January 12, 1937.

Dear Mr. Ryan:

I have to cordially thank you for your courteous letter of the 8th inst. The every day working life of a street car conductor or motorman is not a particularly hilarious one and I want the men of the No. 40 line to know that my desire and intention is to recognize patient, loyal efficient service, whenever it comes under my observation.

Now here is a copy of a memorandum, shall I call it? sent to me recently by a friend. It is clever and I am passing it along.

"Don't worry if your work seems small,
And its rewards are few.
Remember that the mighty Oak
Was once a Nut like you."

Very truly yours,

H. J. Dickinson,
815 Edgehill Drive,
Burlingame, Calif.

DO YOU KNOW

When turning your car into the car-house and you neglect to enter minor defects on the defect card, that same car could have a serious accident the next time out?

Forty-nine Years Service—Charles W. Kennedy, Conductor No. 419, Fillmore Line

Traffic Manager,
Market Street Railway Company,
58 Sutter Street, San Francisco, Calif.
My dear Sir:

January 1, 1937.



The above named Conductor on what is generally termed the "Dummy Line" connecting with No. 22 Fillmore Line, running from Broadway to the Marina District—always that genial, pleasant gentleman, courteous and always on the job to serve the patrons of your company is, to my mind, worthy of not only special notice, but of substantial reward for his long and faithful service to the Market Street Railway Company. It is the most remarkable record that has ever come to my notice, and while I have little doubt but what you are well aware of the foregoing, I know also, that with the large number of employees on your payroll, that an individual case such as this particular one, could easily be overlooked. In view of which I am writing this letter.

I have just learned from an authentic source, that on the fourth day of this month, 1937, Mr. Kennedy will have been in the employ of the Market Street Railway Company for fifty consecutive years, that during all that time he has never missed his run; that he has never received a complaint from your office for any neglect of duty, that he regards the Company for whom he works, of the very highest order, that he would not ask or desire any better or fairer treatment than he has received during all those fifty years of service.

It does seem to me that this record is so remarkable that it deserves more than a mere passing notice; deserves special notice and substantial reward, in return for the long faithful and loyal service. He was on duty at all times regardless of strikes or weather. A case that could well be held up as an example to be emulated by other employees of your company. An opportunity that, in all probability will never again present itself.

Hundreds of people who travel daily over this particular street car line, as well as myself would like to see Mr. Kennedy's picture in the daily papers, with suitable comment, and to know that he has been honored in a suitable and fitting way. Knowing of the large list of employees on your pay roll, and the ease of overlooking the record of any individual case, is the reason for my addressing you at this time.

Very cordially yours,

Ernest Robinson Smith,
c/o Prudential Insurance Co. of America,
725 Financial Center Bldg.

Note—Mr. Kennedy began work with this company on January 3, 1888. He is now in his fiftieth year.—Editor.

Conductor Rene De LaRoche Receives Thanks for Courtesy Extended

Market Street Railway Co.,
San Francisco, Calif.
Gentlemen:



We wish to comment on the courtesy we received from your Conductor No. 333 on your Sutter Street car on Christmas day.

We were visitors in your city and appreciated very much the information he so kindly gave us.

Sincerely,

Mrs. M. Shields, Stayton, Oregon.

Mrs. Anna Martin, Oakland, Calif.

Motorman R. A. Jensen Complimented by Grateful Patron



Gentlemen:

I wish to extend to you my appreciation for the extreme courtesy shown by one of your motormen.

This particular afternoon, I was going across the bay and I had about thirty minutes to make the Oakland boat. As I left my friend's house, I heard the 5 car coming and I ran down the street for it. The motorman saw me running and stopped the car at the corner and waited for me. I got down to the ferry five minutes before my boat time, which I was grateful for.

I wish you would thank the man for me who knows how to operate a street car in safety. His number 1184.

Very sincerely yours,

Miss L. Stone,

2021 64th Avenue, Oakland, Calif.

1 1 1

Conductor A. Gold Thanked for the Return of a Purse

January 18, 1937.

Dear Sirs:

This morning I lost my purse on an east bound No. 6 car and I reported it to your company as soon as I reached my office.

Tonight, I have my purse back with full contents. I want to commend you for having an employee by the name of A. Gold, conductor in your employ, who was honest enough to restore it to me.

I would like to thank him personally for his honesty and the favor but as that is rather hard to do, I take this method. I left a small reward at the Oak and Broderick office for him to express my appreciation as I had some things in my purse which were very valuable to me only, being gifts from my husband.



Yours very truly,

Mrs. Helen H. Haisington,

275 Grattan Street.

1 1 1

Quick Action of Operator A. Gava Saves Boys from Possible Injury

Dear Sirs:

I wish to call your attention to the Operator of Car 838, who, yesterday, January 9th saved the lives of two boys, by his quick action in stopping the car.

A car was going toward the beach on Green Street and Powell. Two boys, riding back of the car, jumped off while the car was travelling and fell in front of the passing car and would have been killed but for the quick action of the motorman.

I have been riding on your cars for the last 15 years and have noticed lots of wonderful motormen. But yesterday was my first experience to realize how quick the car could be stopped.

From now on, we have no objections of "One-man" cars. Also noticed the rest of the people on the car, that they surely appreciated to ride with a dependable motorman. I hope you will take notice of this.



Sincerely yours,

Mr. and Mrs. Barlese,

4 Eldridge Street.

Operator M. Shetookin Receives Praise for His Honesty



Market Street Railway Company,
58 Sutter Street,
San Francisco, Calif.

Gentlemen:

Last Thursday, in getting off Car No. 29 at Kearny and Market Streets, I dropped my bundle of mail; each letter contained a check to a creditor. When I noticed my loss, the car had started across Market Street, I was too late.

On reaching home, in Oakland, I notified our Bank of the loss, in case someone that found it would not mail the letters. You can readily see how worried I was. The next morning I phoned to our creditors, asking "Did you get a check from us in the mail this morning?" and each one answered "Yes" to my relief.

On going home, that day at noon, I boarded my usual car, No. 29, and I remarked to the motorman that I had lost my mail the day before on his car and he remarked "Yes, and I mailed them for you". His number is 2327 and I wish again to thank him, this time through you for he does deserve a pat on the back and I must say I have always found him to be courteous and kind and very thoughtful of ALL of his passengers. I believe I have known him all the 18 years I have worked here at the Mill.

In fact ALL of your boys are fine.

Again thanking No. 2327, also you for having such men as he is on your cars, I am

Yours very truly,

Mrs. Ida B. Laughland, 840 Tennessee St.,
c/o Pacific Wool Products Company.

Remittance Record

JANUARY, 1937

Division	January	December	Rank in December
McAllister	62	74	2
Valencia	65	71	1
Fillmore	81	90	4
Sutro	92.1	75	3
Mason & Washington	92.4	108	6
Oak & Broderick	95	96	5
Geneva	123	134	7
Third	146	166	9
Twenty-fourth	166	144	8
All Lines	104	144	

McALLISTER LEADS AGAIN

After a long dry spell, McAllister Division moves back into first place with a lead of three points. Sutro, who was not satisfied in any other place than the top, slid into fourth place, thirty points below the leader. Valencia and Fillmore Divisions are both bidding for first place and we may see some close competition during the year.

On the Air

Under the heading of "Californians on Parade", the organization Californians, Inc. with Mr. Herbert Warren as spokesman, literally put the cable cars of the Market Street Railway Company "on the air", on December 10, 1936. It was on KPO between 6:00 and 6:30 p.m. when Mr. Warren was introduced and began by telling of the history of the cable cars.

Let's start at the beginning of the story of the cable cars. Our scene goes back to the early seventies. San Francisco was a city of 150,000 people. Gold in California, and silver in Nevada had resulted in prosperity for the city. Rich men had built their homes on Nob Hill, overlooking the town and Bay. While there were horse-car lines serving the older sections of the city, there was no means of frequent and economical public conveyance to this newer section.

About this time, like the hero in a story book, along came a man with ideas. He was Andrew Hallidie, a Scotsman, who manufactured wire rope in San Francisco. In an endeavor to increase his business, Hallidie cast about for new use for his wire.

Why not a cable operating in an underground slot to pull cars up and down San Francisco's steep hills? And why not HIS wire rope for the job? And thus an idea was born and grew into the world's first cable car—the invention of a San Franciscan.

Edison was ridiculed; so was Henry Ford. And Andrew Hallidie was no exception. He was derided on every side; laughed at for his trouble. But on August 1, 1873, he showed the world that he was not unbalanced.

At four o'clock on that morning, a thick, wet fog blanketed downtown San Francisco. Only a handful of scoffers stood by when Hallidie started his trial trip, along Clay Street, from Kearny to Leavenworth.

The endless steel rope started moving through the long tunnel, slowly and smoothly. A grip fastened onto the cable, and the car was brought to the top of the first hill, where ropes tied it so it would be safe if the grip lost its hold. The brakes, unfortunately, were inadequate and the bystanders looked forward to an exciting plunge down Clay Street. Hallidie and his helpers went into a football huddle and decided that the trial run would have to be continued down the hill. The gripman was too frightened, so Hallidie, himself, took charge and ran the car down safely.

Well, the rest of the story is history. Cable cars had conquered San Francisco's steep hills, and immediately a number of lines were built operating on Hallidie's principle. Transportation engineers from all over the world came to San Francisco, saw the simple invention, marveled at its efficiency, and went home to build similar lines. In a short time the cable car became the fashion of London, Paris, New York, Philadelphia and other cities. San Francisco had led the way—but with the advent of electricity, for use on street railways, in the nineties, the cable car gave way to electric trolleys—except here in San Francisco—

where the time honored little cars still glide along many a downtown street.

But enough of the history of the cable-car. Let's go back to the Mason street car barn and meet William E. Thomas, the genial superintendent of cables. We sat in his tiny office in the center of the car barn where we could see everything going on in the shop—the motors; the revolving winders; the cables feeding out, and the men at work repairing equipment.

When our pipes were drawing properly, we talked about the hidden mysteries of the cable car. We asked Mr. Thomas how he came to enter this type of work. He blew a smoke ring before replying.

"In 1906 I was a first mate on a full-rigged British ship. It put into San Francisco one day. I liked the city and decided to stay. I got a job with the railroad, and I've been here ever since—handling the cable".

"Do you ever have serious breakdowns on the lines?" we asked.

"Not very often," replied Mr. Thomas. "The most serious happened just three months ago. And it was no fault of the cable," he added hastily. "The motor shaft that turns the winder split in two—just crystalized and broke. Come on over and I'll show you how we fixed it."

We followed Mr. Thomas to one of the electric motors. The shaft joining the wheel that carried the cable was fully 12 inches in diameter. We could see where it had been welded.

"When that broke, all service stopped," explained Thomas. "Immediately we began the tedious job of welding it. We got it finished, but service stopped for 30 hours and 3 minutes, the longest shut-down since the fire of 1906".

We'll wager that you didn't know there is a tunnel under Washington street, from Powell to Mason. It is six feet high, four feet wide and six feet beneath the surface of the street. It carries the cables for distribution to the Powell, Jackson and Mason lines. No, we didn't explore it, but we saw a cable worker emerging, rather grimy.

Here's something else you didn't know perhaps. There are 1963 wheels under San Francisco's streets where the cable cars run—forty-three of them giants in size, ranging from six to ten feet in diameter. They carry the cables around curves and on loop-backs.

The cable itself is unique. It is called the "Lang Lay type". It is an inch and a quarter in diameter, made of crucible cast steel. In the center is a thick hemp core and around this is wound the wires. There are six strands of sixteen wires each. We were told that only seven wires in each strand do all the pulling—the other nine acting as protection.

"How long do you think the cable on Powell Street lasts?" asked Mr. Thomas, with a twinkle in his eye.

We hadn't the slightest idea. We were going to guess, and say about a year, when Mr. Thomas spoke again.

"It lasts just about 110 days, then it has to be renewed at a cost of \$2,500. This particular 'rope' lasts such a short time because of the heavy traffic and stop signs along the way. Grabbing the cable causes the wear. When—" he suddenly broke off in the middle of his sentence.

Bells were ringing all over the car barn. Mr. Thomas darted out of the door.

We followed him as quickly as we could. We were learning something every minute. At the barn they have an electric signaling device that immediately calls attention to a broken strand of wire, a rag, or anything clinging to the cable. After the bell rings, the cable travels 110 feet before it reaches an observer. He notes the trouble. If it is serious the line is shut down, the cars on the hill back down to level spots, and the repair crew goes to work. Should it be a loose strand, its exact position is noted, and when the plant is shut down between 1:30 and 5:30 a.m. the repairs are made. If it is necessary to put a whole new section in the cable, the work can be done in about an hour. But when you're hurrying home of an evening and supper's waiting, it doesn't mean the line is broken when the cable car suddenly stops. Often it means that some gripman has cut the "rope". When the operator fails to drop his grip before crossing an intersecting cable that runs atop his, his grip strikes a cross bar that knocks it off the cable and starts a bell ringing under the tracks. The bell keeps ringing and when the repair crew arrives there is no chance for the gripman to say another fellow did it.

Before we left the cable car barn, we gleaned additional facts about the fascinating business of keeping the jaunty little cars running. We learned, for instance, that five separate cables are powered from this plant, the Powell street line, the Jackson, Bay and Mason, and two on the Sacramento-Clay. We also found out, although we had a suspicion of the fact, that the Powell and Jackson cable cars are the same that were in use before the Fire. Cable cars put in service here since the Fire are built in San Francisco. The cables, too are made here.

Riding the cable cars is an adventure that may be enjoyed by San Franciscans almost at will. But to the visitor it is a thrill they always remember. They sense this when they first board one and find an outside seat. Soon the car is gliding along, strongly and sinuously, pulled by the cable at a rate of $9\frac{1}{2}$ miles an hour. The comparatively slow speed gives them an opportunity to leisurely observe the scenes unfolded as the car rolls along.

The little cable cars take the stranger right into the heart of the city, disclosing half its secrets. They go through the financial district, through Chinatown, to Fisherman's Wharf, and up over Nob Hill and beyond to quiet residential districts, with magnificent vistas of city, Bay and hills along the way.

There is a jaunty freshness and swing in the little grip cars, not found in more modern conveyances. The familiar clang of the bells, the rattle of the levers as the cable is caught—all spell "San Francisco". Read those spirited verses by Gelett Burgess, "The Ballad of the Hyde Street Grip" if you want to catch the thrill, the feeling of the cable car.

If you travel the cable cars of San Francisco, you really have an opportunity to observe the color, life and beauty of the city as you probably could not in any other way. And in the words of the busy gripman, we admonish you: "Look out for the Curve".

Complaints

JANUARY, 1937

Division	Discourtesy	Fares	Transfers	Inattention	Total Jan.	Total Dec.
McAllister	0	0	0	0	0	0
Washington & Mason	0	0	0	0	0	0
Geneva	0	0	0	0	0	5
Sutro	1	0	0	1	2	1
Turk & Fillmore	1	0	0	1	2	2
Third	1	0	0	2	3	0
Twenty-Fourth	1	0	0	2	3	3
Twenty-Eighth	3	0	0	1	4	2
Oak & Broderick	2	1	0	6	9	5
	9	1	0	13	23	18

ROOM FOR IMPROVEMENT

Think of the Golden Rule when meeting the street car riding patrons and treat them with the respect and courtesy you would like to see in others and they will have little or no cause for complaint. This attitude may help to reduce the number of complaints received. Reductions of complaints will reduce a lot of lost motion in follow-up investigation, calls etc, and give more freedom to building new business.

Complaints cost money to handle, as well as damages, and every dollar spent in this way is taken from the amount of earnings needed to keep the Company on the right side of the ledger.

Impatient

Teacher: "What inspired the pioneers to set forth in their covered wagons?"

Pupil: "Well, maybe they didn't want to wait about 30 years for a train."

English Class

"What is the plural of man?" asked the schoolteacher.

"Men," replied Bobbie.

"And the plural of child?"

"Twins," was the unexpected reply.

Minimizing the Noise

"Why did you encourage your wife to quit playing the piano and start playing the clarinet?"

"Because she can't sing while she's playing the clarinet."—Grit.

To Even Things

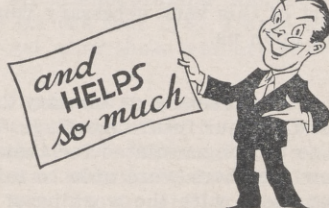
Cook: "You eat twice as much as the last maid."

Maid: "Yes, but to make up for it I shall only stay half as long."

Heard in the Aisle

Usher (arousing member): "You paid for a pew, not a berth, Brother Jackson!"

**COURTESY
COSTS SO LITTLE**



Colonel Henry Marison Byllesby

Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER H. PFEIFFER	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE E. L. MCCONNAHA	TRUSTEES
SR. VICE COMMANDER E. H. JEWELL	ADJUTANT G. MELIKEAN		OFFICER OF THE DAY R. L. EMERSON	R. A. LION
JR. VICE COMMANDER T. E. WILLIAMS	CHAPLAIN G. I. MATTON		SURGEON S. SEIGEL	M. R. ALLEN
				T. G. TYERS

G. T. TYERS, *Correspondent*

It is a pleasure to report that Comrade Emerson is on the job again, having returned to work, January 12, 1937. Emerson says he can still take it. We know that his return has helped the wheels of commerce to turn normally again. Now we can look forward to seeing your new member the night you report for Post Duty.

Our Post, County and Department officers report some very interesting progress. This information can be found under their reports, better still, come to the meeting and hear them. Read them carefully and note that all have worked hard to complete the tasks assigned to them. Remember our help would have made this report one that all Posts would have envied.

Comrades, Please Note: Our Replacement Representative for California informs me that several Civil Service Examinations did not find one veteran registered to take them. Now we know and can find needy Veterans able and capable of winning these positions. Taking these men off the relief rolls would lessen the total tax burden thus advancing our goodwill in the eyes of the public. This goodwill can be used to a great advantage by our organization, many of the neutrals in Congress would have been decidedly in our favor if we had been more sincere and earnest in our endeavor to win more of the public's goodwill. We need more city and state publicity than we have. All this requires hard work by the Veterans, and more new members, let's shake ourselves and accomplish the goal set for us by our State and National Delegates. Let's do our part.

Please read your national publication where it refers to our Congressmen. If you have any of the needed information please rush it to our national headquarters.

It is only through hard work and cooperation that we can accomplish our Veteran program at this time. If we do not lose what little we have gained we will be very lucky indeed. By attending every meeting until Congress has adjourned you will be able to help put this program over. It is your part of this very necessary work and we can not fail those who are depending upon us.

The meeting of January 22, 1937, was one to look back to as a guiding hand for our future meetings. The Degree Team of the Fidelity Sterling Post is to be congratulated for their splendid showing on this date. Three of our new members were able to take the long form of initiation and were ably impressed with the working of our order. I am sorry to state that the rest of

our new members were sick or had to work late. We had a nice class lined up but for the reasons just stated we had to be satisfied with those who were able to attend.

At this time I wish to congratulate these new members and at the same time to advise them of the V. F. W. Motto; it is, "You are a new member until you secure another new member to take your place." Please be guided accordingly. Our new comrade, Steve Wierzbeck, says to tell the world that Comrade Peter Funk was responsible for his joining the V. F. W. Thanks, Comrade Funk, and if you have to feed Steve any more chocolates be sure some one else buys them.

Comrade Jean Azevedo captained the Fidelity-Sterling Post Degree Team. Did a remarkable job. Their Officer of the Day, Comrade Refatti certainly knew his part. They gave Comrades Hulme, Larret, and Wierzbeck the best initiation I ever witnessed. Comrades Hulme and Larrett hail from the Navy. We need some more marines to balance our Post, please step up, two spaces to the front so your names can be secured by our commander.

Comrades Harry Cooley and Mike Kulis were reported on the sick list. We hope by the time this is written that you are well and able to be on the duty list.

Our County Council Delegate, Comrade Himes, reported that Comrade Boyd was appointed to the War Memorial Building Committee as a trustee. All Posts are requested to keep open the date of October 30, 1937, for the County Council Dance. All Sons of Veteran units are to be united under the name of Sons of Veterans of San Francisco, under the guidance of the County Council instead of the various Posts. Comrade Levitt of the County Council is sick, but able to be out again. Comrade Wilson has the "flu," but is not confined to his bed.

* * *

Our Post Dance is to be held April 10, 1937.

Our Post Colors were sent to the initiation ceremonies of the Sperry Maritime Post No. 3570, V. F. W., January 23, 1937. We, the members of Post No. 3000, wish this new unit of the V. F. W. the best of luck and welcome your addition to the ranks of our organization. By building our ranks we can secure the proper recognition of our needs for our disabled "Bud-dies." Our color bearers at this initiation were Comrades Jewell and Mattison.

Comrade Azevedo wishes to THANK Comrade Lusto for his services as Bugler for the Fidelity-Sterling Post who recently lost a Comrade. Comrade Lusto ranks as a first class bugler.

Comrade Carswell lost a very nice "kitty."

* * *

Our Post Commander's Column

Comrades:

I am very glad to state in this issue that the membership drive is going along very nicely. The cooperation shown by all is encouraging, and at the present rate we are going to make real history for the year 1937. I urge each and every one to keep up the good work, and get after those who are still in doubt of what the V. F. W. stands for.

The progress of the V. F. W. speaks for itself, as at present three new Posts have been added in this city. The Frank J. Hagen Post No. 3567 was instituted January 7, 1937, by our worthy Comrade W. Wilson, Dept. Chief of Staff. The Sperry Maritime Post No. 3570 was installed Saturday, January 23, 1937, by our Dept. Chief of Staff. I want to say at this time that

those that did not attend the installation of this Post in the War Memorial Building missed one of the greatest ceremonies since the instituting of our own Post. A very large attendance and all Post Colors were present. Our Post Colors were presented by our hard working Comrades, E. Jewell and J. W. Hines. Refreshments were served afterwards and dancing was in order until 1:00 A.M. The charter for the Mission Dolores Post has been approved by the County Council and will be installed very shortly.

At the Post meeting January 22, 1937, Comrades Larratt, Wierzbick, and Hulme took the long form of initiation and are now full fledged V. F. W. Comrades. The Fidelity Sterling Post's Degree Team put on the ceremonies, and, believe me, they know how to put it on. Captain Jean Azevedo should be complimented on its work, and at this time I wish to thank him and the members of the Team for the wonderful cooperation shown our Post.

Do not forget, Comrades, that the George Washington Fete on February 22nd, is for the benefit of our needy Comrades and relief work, so if you have not secured your ticket as yet, get in touch with any Comrade from this Post or me, and help this worthy cause as well as having a wonderful evening dancing. Refreshments will be served. The floor show given that evening will be worth the price of admittance.

Let me remind the members of this Post that the dues for the year of 1937 are in order, and would like to see this Post go over the top for paid up membership. If it is not possible to get to our meetings, just hand them to some one who is going. Your receipt will be returned promptly.

Am very glad to state that Comrade Emerson is on the job again. Comrade M. Kulis is at present on the sick list. I hope for speedy recovery for these Comrades and that they will be at the Post meetings soon.

The next meeting is February 12th, and then 26th. Come down, we have very short and snappy meetings. Our Post and Auxiliary alternate in the refreshments so you can be sure of a full evening.

Yours in Comradeship,

HENRY PFEIFFER

~ ~ ~

THE LADIES AUXILIARY

By Elsie Melikean, Sec'y

In behalf of the entire membership I extend congratulations to Sister Maude Castillo, who was elected as the Two Year Alternate to the County Council at our meeting on January 8, 1937.

We are very glad to welcome back to our midst, Sister Claire Williams, after her absence for the past few months and hope that she will be able to attend regularly from now on. Sister Williams was duly installed on January 22, 1937 as Historian.

After a short business meeting on the night of February 12th, a Bingo Party has been planned, proceeds from which will go toward the National Home Fund.

I do hope this cold spell we've been having is now over and takes with it that terrible flu germ that has menaced so many of our member's homes, so that we can again conduct our meetings with a 100 per cent attendance.

I do believe the Post should be highly commended for the refreshments they served after the January 2nd meeting. Not only did every one look like their hunger and thirst had been completely satisfied, but some of us even took home what they could not consume. It looked to me as though the Comrades on the refreshment committee must have been thinking of the days they spent in the service, as they must have expected to feed the Army itself. That's the spirit, boys, keep everyone interested and satisfied and I am sure you will enjoy a successful year.

MARKET STREET RAILWAY COMPANY

Office of Vice-President in Charge of Transportation,
58 Sutter Street

February 8, 1937.

Notice to Conductors and Operators

My attention has been called to laxity on the part of operators and conductors in turning seats properly.

This occurs on both one and two men cars.

It is our desire that seats be properly adjusted at the end of line before starting on return trip.

A. W. BROHMAN,
Vice-President In Charge of Transportation.

1 1 1

Notice to Conductors and Operators

Employee Pass No. 555, issued to M. Monteleone, was stolen, together with an overcoat belonging to Mr. Monteleone. The overcoat has been found, but the pass is still missing.

Will you please make every effort to recover this pass, and if possible, the name and address of party presenting same for transportation.

Employee Pass No. 116, issued to H. Sloat, has been lost and must not be honored for transportation on the cars of this Company. If presented kindly lift same and turn in to this office.

A. W. BROHMAN,
Vice-President In Charge of Transportation.

We Named Ours "Ditwo," Etc.

For originality the palm goes to the Midwest farmer who named quintuplet lambs "Yvonne," "Ytwo," "Ythree," "Yfour," and "Yfive," respectively.

1 1 1

So Sudden

He (feeling his proposal something of a flop): "Aw, honey! Can't you—can't you—ah—take a joke?"

She (impulsively): "Oh, yes, dear! I'll meet you at the license bureau in the morning."

Aha!

Father: "Hard work never hurt anyone."

Son: "That's the trouble, Dad. I want to engage in something that has the spice of danger in it."

1 1 1

Tall Tales

Teacher: "Robert, what are you going to be when you grow up?"

Bobby: "I'm going to be a grandfather and just sit around telling everyone how cold the winters were and the things I did when I was a boy."—Grit.

General Office Doings

By MRS. RUBY MCTIGUE



I'll not confer with sorrow

Until tomorrow,

But Joy shall have her way,

This very day.

—L. B. Aldrich.

"Here's where I break into print again", sighed Harry Griffith, Jr., ruefully surveying the remains of the shattered glass door of the Law Department.

This speech was made just after Mrs. Walter's little (?) girl Priscilla and Harry both decided to leave and enter the same door at the identical moment.

The resulting crash was heard on the floor above so what chance had they of keeping this bit of news quiet.

When Mr. H. B. Mills, instructor of the Public Speaking Classes, gave orders that his students make a three minute speech, some thirty of them shook in their boots.

We know one of them who practised on a group of empty chairs for a matter of fifteen minutes.

George Allan's three minute speech turned out to be an eleven minute talk which gained for him the appellation of "Shakespeare".

Mr. W. B. Farlow, who had the feeling of elastic in his knees, when it was his turn to speak, was as proud of his grade as any school child might be.

Sir James Jose relates the following:

One of his buddies asked him why he didn't join the Public Speaking Class. When James asked him why, his friend enlightened him "that he was a married man and that is the only time most married men get a chance to speak is when out in public."

If the above is the case, wouldn't you say that Earle Swenson is getting some early training, being just about the only single man attending the classes?

Plenty of comments were being noised around concerning Mrs. Gooding's brand new coiffure but nobody dared describe it to me and, not being able to catch a glimpse of the lady, we take for granted that it was something extraordinary.

Motorman Courtwright, of Sutro Division, and his two dogs, Lobo and Lobo, Jr., attracted much attention and comment at the Dog Show last month.

Lobo's prayer, when he knelt at a chair, and muttered and grumbled in low tones, then louder and louder at the command of his proud master, was most amusing. Also the conversation act, in which the two dogs took part, shaking their heads and growling to one another, was an act worth the price of admission alone. He certainly has them well trained.

Mrs. Gertrude Whitehead took quite an interest in the Dog Show too, especially in those fluffy, white Siberian sledge dogs.

Dorothy Will is planning to be married on April 10th. The wedding to be held at Mission Dolores, where arrangements have been prepared.

We know Mr. Fred will be sorry to lose his chickadee.

Mr. E. M. Massey's tall young son, Ernest, Jr., has been a member of the Claims Department for some time.

He is filling the place of Charles Crowley, who is working on the outside for the nonce. Good luck to both of these boys.

✓ ✓ ✓

We are going to put Charles Lang down eighth on our list if he doesn't come through with that article of news he promised us.

✓ ✓ ✓

We weren't witnesses to the occasion but would like to have been, the day Dorothy Cohelan made the three point landing on the ice, as she was coming down Jones Street Hill. Happy landings!

✓ ✓ ✓

Hereafter, when R. S. Cleaveland tries to pull a stunt on the ladies of the Mission Y.M.C.A. Mother's Club, he had better take someone else besides Ed Hunt into his confidence.

In his wish to perpetrate a joke upon one of the mothers, he had schemed to attach the electricity to a chair seat. Unexpectedly for Mr. Cleaveland, but not for the mothers (who were in on the joke), it was turned on him, much to his embarrassment and discomfort, as all the others having the laugh on him.

✓ ✓ ✓

Mr. and Mrs. Herman Warnke became the parents of a baby son on January 15th.

Little William Herman Warnke is a fine, strong boy but is causing some discontent in his big sister Beverly's heart, since she is not the baby any more. A future ball player, according to the proud Papa.

✓ ✓ ✓

Was Roy Burns disappointed when he found out that his dime dated 1858, was worth exactly ten cents and not the three to five hundred dollars that someone had told him it was valued? Ah! Me!

Helen Rushing, just recovering from an attack of the 'flu herself is now nursing her mother, who is also very sick. Being a very devoted daughter, we know Mrs. Zipfel will have the best of care and we wish for complete recoveries for them both.

✓ ✓ ✓

We do not care to name them but we admire very much the two girls of the Auditing Department, who, on a wet and rainy day, trudged up to the Red Cross headquarters, to donate funds for the sufferers of the floods in the Southern States.

✓ ✓ ✓

Hal Sloat, who has become conspicuous by his absence in this column, has been apple-polishing the new blonde lady in the Personnel Department, we hear.

Several of the other boys have mentioned the fact, she isn't hard to look at.

✓ ✓ ✓

We regret very much to learn of the serious illness of Mary Towne's father and offer our sympathies.

✓ ✓ ✓

Roy Burns, who was acting mailman for the time-being, was laid low with the 'flu recently with the result that Bob Jamison, of the Purchasing Department, was called upon to substitute.

Sorry to steal your men all the time, Debby.

✓ ✓ ✓

Ivor Jones has been nursing a sore thumb lately and with the usual luck of the Irish (?) slammed the door on it. Jonesy is getting better now, we are glad to report.

✓ ✓ ✓

That tall, slim mailman of ours, Mr. Jensen, has the graciousness to blush whenever we kid him and tell him he reminds us of Lindbergh. Doesn't he?

THINK SAFETY

Helen Tuttle was the recipient of the beautiful Elgin wristwatch, embellished with diamonds and platinum, a gift from the Golden Gate Camp No. 64 of the Woodman of the World lodge.

January 11th, the presentation was made to her as she became the retired Past Council Commander, which she accomplished in two and one-half years.

She is very proud of her title and the wristwatch too (for which we don't blame her) and to speak to her, one must give the pass word first, "What time is it?"

Marie Sirany, formerly of the Auditing Department and, who is now working for an oil company in Fresno, spent the Christmas holidays with her parents in Minnesota.

Everybody is complaining that George Mesher's greeting "Hello Butch" is becoming monotonous.

Rose Mays spent two weeks at home, being a very sick girl from the 'flu and came back on the first of the month, feeling much better. We are glad to see her.

Anita Rolfs left her engineering pals for a siege of the 'flu also.

Helen Tuttle, Ann Kerwin, Roy Burns, Helen Rushing, Eula McVicar—these are just a few of the ones on our sick-list.

We are very glad to know they have all recovered and hope this epidemic is over forever.

Russell Emerson, of the Treasury Department, is back on the job again and feeling fine again.

Even our friend Harry Cooley was bitten with the 'flu bug, we are told.

Miss Florence Gibson, Night Relief Operator, was a heroine of the four alarm fire at Clay and Leavenworth on January 11th.

Miss Gibson, hearing the flames crackling on the house next door, turned in the alarm and saved the lives of many people, by so doing. Firemen spent six hours subduing the blaze.

No one envies Charles Lundquist his job as doorman, b-r-r- these cold days. With heated pads inside his vest, an extra couple of sweaters to say nothing of two pairs of woolen socks, do not suffice to keep his nose from being cherry red.

Speaking of the cold weather, Gene Byington brought down a piece of ice, three quarters of an inch thick, which had formed on the top of his fishpond, out in the Western Addition.

Those of our employees, who have been commuting to the neighboring cities for years, do not find it so pleasant during the recent cold weather.

Mr. George Engels, former resident of Ross, is to be found hibernating in a San Francisco apartment for the winter.

Scat!

The artist who is painting a portrait of President Roosevelt has been in the habit of entering the White House by the front door of the executive offices, where the guards know him. One day recently he decided on a short cut through the side entrance. A guard halted him. "What's in that package you've got?" he asked.

"Just an easel," said the artist.

"Well, we don't allow animals in the White House," snapped the guard.—Wall Street Journal.

Heard at the Hairdressers

"I think the beauticians could get a better name for this apparatus than 'permanent wave machine.'"

"I agree with you. I think it should be called a 'short wave set.'"

Ferry Scandals

By R. A. ELLIOTT

James Gardiner, our night repairman, has returned to work after two months absence. Jimmy was hit by a car at Main and Market which just about finished him. We are all glad to see Jimmy back on the job.

You would think after a man had been on a job as long as George Karahaloes has, he would know what time he was supposed to go to work. I think that we should forgive George this oversleep, however, as he has been off sick for two weeks and maybe it affected his mind and he can't remember.

Why is it that all the crews on the South Side Terminal all call Tom Barnett, Sitting Bull?

Our old friend Pat Martin has returned to work in the Spear Street tower after a few weeks sickness. During the time Pat was off sick, he and his family moved again. It seems that they move on an average of once every three months. That seems to be Pat's favorite indoor sport.

John Boles, who has been off sick for over three months, was taken to the St. Francis Hospital. He would enjoy a visit from any one of you.

We were all very sorry to hear that John had been removed from his home to the hospital and hope to see him out again very soon.

Every time our oiler, Jeff King, sees a sparrow, he gets homesick for the old country.

Any time that Inspector Joe Cummins calls for an ambulance, he does a good job. He brings his patients to the Ferry, gets an ambulance from Central and one from Harbor. The one from Harbor takes the patient

and the one from Central takes Joe back to Fifth Street.

Inspectors Jeff Searls and Fred Taylor have returned to work after several weeks illness.

Many of the inspectors have been off sick from three to eight days this month.

The little Chief W. C. Archer has returned to work after a month's vacation spent on his chicken ranch at Santa Rosa.

From what we hear Inspector P. O. Peterson's entire family has been down with the flu, that includes his very beautiful sister-in-law. They were all sick but Pete, the boss, and he says he is too miserable to get sick.

If at any time you have Bill Craig out at your home, be sure you give him instructions to knock on all closed doors before he enters.

It seems that the only way that Inspector Reedy could get his days off was to get sick. Then he took a few extra days also.

Stanley Galli, who has been filling Jim Gardiner's shoes while he was off, has had to go back to work at Geneva. That will be tough on Stan after taking it easy for so long.

It is very peculiar that Collector Stevens has to wear an overcoat when the sun is shining. Maybe if Steve didn't stoop over so suddenly he wouldn't need to wear the overcoat.

THINK SAFETY

Oak and Broderick

By J. L. EDMISTON

Anton Polivka has organized his stringed orchestra again and has been playing around for the different parties. Anton plays the violin very nicely and with the rest of the string music accompanying him, he must put it over pretty good.

✓ ✓ ✓

Edwin F. Blyth surprised the boys by trading in his old car for a brand new Chevrolet. Edwin has had his eye on the Chevrolet for a long time, so when the 1937 came out, he liked them so well and they performed so nice that he did not need much coaxing to buy one.

✓ ✓ ✓

Herbert Young, who has been on the sick list for a long time with an injured knee, is back on the job again. Herbert said it just killed him to lay around and not do anything, so is mighty glad to get back in the harness and on the job again.

✓ ✓ ✓

C. L. Good has been selling insurance as a side line, and he says at this time, he has sold quite a few premiums. C. L. is a natural salesman and a good talker, so it is just duck soup for him to get out and sell insurance.

✓ ✓ ✓

Emil Montaubon has been seen riding in a brand new Oldsmobile. Just what is the idea, Emil? For Emil to have a new car, there must be something in the wind.

✓ ✓ ✓

Doc Hamann, this last week end, went on a snow party to Truckee, where he had a very wonderful time. The party went by Southern Pacific, leaving the Oakland Mole a little after 12:30 A.M. and arriving in Truckee about 8:00 A.M. in the morning. The snow party left Truckee a little after 2:00 P.M. and arrived home about 11:00 P.M. all very tired, but pleased with the trip.

The following list gives the names of conductors and operators at Oak and Broderick Division who were not on the short and over list for the month of December, 1936:

Aaron, A.	Love, S. V.
Allen, R. B.	Lucier, A. C.
Almos, T.	La Brash, G.
Birman, J.	Mill, W.
Bolger, G. K.	Mosk, J.
Barba, L.	Meyers, W.
Belden, R.	Mayville, H.
Bain, H.	Maloney, M.
Boone, B.	Mosley, J.
Baillie, J.	Monroe, M.
Broyles, G.	McClelland, Wn.
Brechwald, E.	McClelland, B.
Blyth, E.	McKenzie, W.
Byers, W.	Nichols, J.
Brady, P. J.	Nevers, E.
Behlendorf, H.	Noll, H.
Berner, C.	O'Connor, J.J.
Carr, S.	O'Rea, H.
Cheney, D.	O'Rear, A. L.
Crooch, A. B.	Plant, T.
Cowden, R.	Polivka, A.
Crutchley, A.	Polcyn, J.
Daly, T.	Petzold, E.
Duke, E.	Rudiger, C.
Elsenhans, W.	Siegel, S.
Eagan, J.	Sabato, J.
Fay, W.	Stevens, E. C.
Fox, G.	Schlichting, C.
Funk, F. P.	Stevens, W. H.
Field, H.	Stocker, A. A.
Franklin, F.	Stevens, W. H.
Gedgate, F.	Smith, M.
Goldstein, H.	Simpson, G.
Geldmacher, C.	Terrell, H.
Good, C. L.	Van Loon, W.
Harper, L. R.	Wooliever, W.
Hood, C.	Wyhlidko, J.
Hamann, H.	Woods, W.
Heintz, C.	Wilks, J.
Hodges, R.	Wade, L.
Jacobs, W.	Young, W.
Kulis, M.	Young, H.

<p>THINK SAFETY</p>

Below are the names of motormen, one man operators and trolley coach operators at Oak and Broderick Division who had no accidents from July 1, 1936, to December 31, 1936:

Anderson, Jno.	McCarthy, D. E.
Allen, M. R.	McDonald, F. D.
Carlson, A. E.	O'Lanie, H.
David, F.	Poleyn, J.
Fordtran, G.	Prolich, G.
Harper, G.	Peck, W. V.
Hynch, J. J.	Pocan, C.
Hudaklin, M.	Quistad, J.
Jablonski, S.	Rice, J. G.
Jewell, E.	Stevens, W. H.
Langer, F.	No. 966
Miller, J. B.	Wheaton, F.
Miller, J. C.	Young, H. E.
McCullough, T.	

RAZING of the seven-story Argonaut Hotel building, on Fourth street near Market, is the largest wrecking job in this city since 1906.

Henry Noll, on his day off, came over to the barn clad in overalls and jumper and looked like a real farmer. Some of the boys saw him and asked what was the idea dressing up like that? Henry answered, "You know you can take the boy out of the country, but you can't take the country out of the boy, so occasionally I dress this way and get a little mud on my heels and feel at home."

Obliging

"May I borrow your pen, Bob?"

"Certainly."

"I'd like you to post this letter as you go to lunch, will you?"

"All right."

"Want to lend me a stamp, old chap?"

"Yes, if you want one."

"Much obliged. By the way, what's your girl's address?"—Bee Hive.

For Safe Streets

The National Safety Council has branded "reckless speed," "carelessness" and "intoxication" of both motorists and pedestrians as the major factors that "threaten to set" for 1936 an all-time high for traffic fatalities.

In a resolution passed last month, the Council's Executive Committee pointed to the marked increase in gasoline consumption, which means a decrease in deaths last year relative to automobile mileage, but recognized that "no excuse can be accepted for conditions and practices that produce an ever-increasing toll of lives."

The Council, entering the second year of its Five-Year Campaign to cut traffic deaths 35 per cent by the end of 1940, has pledged to intensify and expand every effort already undertaken.

During 1936, the organization helped and encouraged intelligent organization for safety in all 48 states and the District of Columbia, and in hundreds of communities within the states through its field forces and the complete facilities of its engineering, educational, editorial and statistical services.

This association, dedicated to the saving of human lives, calls upon the millions of persons using the streets and highways to accept their personal obligations in the traffic matter, to the end that the phrase "Drive carefully and walk carefully" may become not merely a slogan but an effective reality.

The country is at war against accidents. Your help is needed.

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP



Congratulations are in order! One of our most esteemed eligible bachelors, Frank Howe, is to be married on February 22nd in the city of Oakdale.

Frank says he picked on Washington's Birthday so that in years to come the date would be easy to remember.

A shower was given for the bride-to-be at the home of Mrs. Walter Stewart. One of the surprise presents she received was a set of twin rolling pins—a handy glass one for baking; and a nice substantial hardwood one to make hubby behave.

Anyhow, here's our best wishes to the young couple.

~ ~ ~

Does it pay to be honest? Many of our boys are finding out that it does. First there was Johnnie Domas, who turned in a lady's purse and received a check for five dollars just before Christmas. Accompanying this check was a large letter thanking Johnnie for his honesty and courtesy.

Clyde Mattis also copped off a dollar reward for returning a lost purse.

Even though we turn in lots of lost articles without receiving a penny reward, or even see the owner to receive his thanks, there's no denying we seem a little self-satisfied knowing that we made somebody happy to regain something that may be dear to them.

~ ~ ~

Thrills that come once in a lifetime. Watching Herb Strickland and Jimmy Cox "bob sled" down the hill on Dolores Street between 23rd and 24th in the wrecker.

Our janitor, Paul Christianson, does not rate the non-accident list this month. The reason is that he tried to argue over the right of way with a big ten ton truck. Fortunately he was not injured, but you ought to see his poor motorcycle. The lucky one was Jim Perry, who passed up a ride on the rumble seat.

Paul does not want to be classed as a janitor. Call him a "miscellaneous man" if you please. The reason? Ah! there's a certain young maiden across the Bay he is trying to make a hit with. You should see him taking lessons in love during his lunch hour in the gilly room from such past masters as Frank and Ray Marshall, Dave Mattley, et al.

We notice that during these lessons Operator Buriane is always an interested spectator. Maybe he's trying to pick up some young ideas.

~ ~ ~

And what Howard Street operator is in the dog house through no reason of his own? It seems his wife had a dream one night that she got on his car one night but he or no other operator was in sight. So she had to take his place, and the next morning when she awoke she was so tired that she wouldn't speak to her husband for two days.

~ ~ ~

Geo. Lang: "Well, Swanson, I see you are on the sick list again. What's wrong now?"

Swanson: "There's something wrong with my head."

Geo. Lang: "Are you just finding that out? We all knew it for a long time."

<p>THINK SAFETY</p>

Names of Motormen and Operators at Twenty-Fourth and Utah Division who have not made out Accident Reports for the month of January 1937. A total of 93 on the list:

Collins, C.	Holbrook, H. L.
Langley, S. H.	Lynch, G. J.
Angelius, Ed.	Bartlett, J. A.
Cook, O. H.	Peche, E. J.
Lang, G.	Deeb, A. M.
Erickson, J. V.	Thompson, W. A.
Kleist, O.	Marshall, W. R.
George, C. H.	Desmond, C.
Schlachter, J. A.	Cote, A. E.
Gibson, W. S.	Boyd, Z. V.
Clem, J. S.	Fulton, D. J.
Stockfleth, W. L.	Kinsey, J. C.
Chiechi, L.	Smith, Ivy
Naughton, W.	Regan, T. F.
Mattley, D. J.	Andretty, J.
Kuettner, P. F.	Carney, E. W.
Weiter, O.	Marshall, F. C.
Schoux, A. H.	Van Horn, E. R.
Baptista, J.	Symington, R. W.
Chronopolis, H. G.	Kimber, R.
Buriani, A.	Brown, Hugh
McCarthy, M. P.	Silveria, F.
Hanges, T.	Campisi, L.
Beyer, E. T.	Davis, E. M.
Dusdall, J.	Dunsmore, H. O.
McIsaac, A. H.	Allen, J. A.
Mammini, G.	Timm, R. A.
Toolis, P.	Schofield, I. N.
Anderson, A.	Bunce, W. E.
Mitchell, J. J.	Pendleton, R.
Johns, A.	De Vita, M.
Ewert, P.	Plamondon, D. G.
Osborne, T. C.	Walker, E. F.
Noga, J. F.	Barry, P. M.
Granucchi, D.	Hunter, G. L.
Vouchilas, T. D.	Russell, E.
Pellandini, B.	Gooding, R.
Dever, M.	Bailey, J. H.
Jackson, E. D.	Stewart, W. E.
Brandt, F.	Fagerle, R.
O'Grady, M.	Clapp, W. F.
Knox, F.	Wetteland, K. F.
Lucey, J.	Busby, C. L.
DaSanMartino, J.	Griffith, R.
Bankowski, M.	McIsaac, E. W.
Volpi, F.	Behnken, W. H.
Hussey, P.	

Out of Place

Restaurant Manager (to orchestra conductor): "I wish you'd display a little more tact in choosing the music. We've got the National Association of Umbrella Manufacturers here this evening, and you've just played 'It Ain't Gonna Rain No More!'"—Grit.

* * *

At Least Something

The London-Aberdeen express neared its destination.

"It's been a long and tiring journey, hasn't it?" said the Englishman.

"Aye," agreed the Scotsman, "an' sae it ought to be for the money."—Pearson's.

* * *

Absorbing

Visitor: "I found something very absorbing on your desk."

Poet (highly delighted): "Indeed! One of my poems, I presume?"

Visitor: "No, a piece of blotting paper."—Pearson's.

* * *

Consistent

"The world is my oyster, Dad."

"Well, then, why don't you get busy on it?"

"What for? There's no 'R' in the summer months!"

* * *

Turning His Back

An efficiency expert was called in to give "the once over" to an old-established business. The first thing he encountered, as he was being shown round by the manager, was a file of seven workers, of whom the first six were pushing barrows while the seventh was pulling his barrow behind him.

The expert stopped him: "Do you mind telling me, my man, why you are pulling that barrow when your comrades are all pushing theirs?"

The toiler looked at him sourly. "Because I'm fed up with the sight of it," he replied, and proceeded on his way.—El Paso World Herald.

Third Street Division News

By J. J. CABBONE

The Gilly Room is dolling up. Have you donated that thin dime yet.

Operator G. Dougherty has been noticed! No wonder with what he is growing on his upper lip.

A fashion for winter. Just look at J. J. Stormy Burke and you will see one, rubber all over.

Operator J. Maslach says he is going to change his glasses; can't find very many items on the street of late.

Operator Cowhig says from now on it will be 28 or 30.

Oh! Yes, Elmer (The Great) Schivo says there will be no more chewing tobacco, he will chew gum!

Your writer has a collection of large brass buttons. Will Operator Toed Rodenberger please call. Can have same at a reduction.

A lot of things I really know About that cute mustachio—

How many hairs on left and right? He combs the twenty every night. Who? None but operator F. Lose.

During the cold spell, passengers were asking for Operator P. Metropulos, who was hidden in a large overcoat.

Operator W. Diefendorf was seen bouncing around like a rubber ball.

Operator Samuel Dudune still says: "I wish I had gone into the World War!"

The two hard rocks down at the Southern Pacific Depot, Toby Larsen and Harry Sumner, were finally taken down with the flu.

Oh! Yes, Operator Clarence Krueger likes his new auto and trailer. Says he saves expenses while living on wheels.

Shop Flashes

Shop foreman, Bill McGourty, tried very hard to put the Bus out of business, down San Mateo way, and only lost a button.

Night Shop Foreman Jack Dwyer says he caught one of a large species but we think differently. Proof is Jack caught a cold.

Foreman P. Vogt will soon become one of the many tie-ups.

Shopman Paul Ricci says: "Too bad, I didn't win the automobile."

Proof

Customer—You're sure one bottle will cure a cold?

Assistant—It must, sir, nobody's ever come back for a second.

—Tid-Bits, London.

Operator Gus Assinos says he has forty cents to donate. Well, why not donate to the gilly room?

Operator Bill Hays, the Paul Bunyon of Third Street, has the famous Blue Ox on exhibition at Third Street car barn.

Operator Dick Gianola is thinking of taking up swimming so as to be able to swim against currents at Third and Market Streets.

Operator Jimmy Mamas has invented a new hold in wrestling, called the Adams hold.

Do you shine your own shoes? Well, then put that little dime in the kitty.

Following is a list of men at Third Street Division who did not write an accident report from August 1, 1936 to January 31, 1937:

Azzopardi, C.	Missa, S.
Dudune, S.	Meade, J.
Du Bose, B.	Michellini, A.
Diefendorf, W.	McCarthy, T.
Eaton, A.	Percival, O.
Fox, J.	Ruiz, S.
Graves, G.	Slaby, A.
Greiner, J.	Stojanovich, S.
Hagemann, H.	Scarry, L.
Jackson, C. A.	Stoltz, A.
Krueger, C.	Schmidt, G.
Laughlin, W.	Theodos, J.
Mamas, J.	Williams, C.
Manning, F.	

✓ ✓ ✓

The following operators at Third Street were not on the short and over list during the month of January, 1937:

Azzopardi, C.	Cowhig, J.
Daugherty, G.	Theodos, J.
Holmes, F.	Slaby, A.
Scarry, L.	Metropulos, P.
Carlock, R.	Mullins, D.
Du Bose, B.	Rechnitzer, H.
Hutchings, W.	Krueger, C.
Laughlin, W.	Glennon, J.
Schmidt, G.	Michellini, A.
Meade, J.	Barker, H.
Missa, S.	Strange, A.
Shetookin	

✓ ✓ ✓

A countryman, who stopped at the flagging shack asked the following question of Mr. B. Lloyd, flagman at Third and King: "I say, old top, does this street go to the water's edge?"

Lloyd recognized the lingo right and replied: "Hi do, but, old topper, whe do you 'ail from?"

"Hi come from Sta," exclaims the party, "Sta, Westminsta". So I guess it was all right.

THINK SAFETY

A Possible Antique

Gentleman (who had struggled unsuccessfully to write a telegram with the post-office pen, to girl behind counter): "Might this pen, by any chance, be the one with which King John signed the Magna Charta?"

Girl: "Inquiries on the right, sir."
—Tatler.

✓ ✓ ✓

The Important Factor

"My wife is working hard for her speech before the women's club."

"Working on the address, I suppose."

"No, only on her dress."

✓ ✓ ✓

Hm-m!

"They say that you are a jinx."

"Who do?"

✓ ✓ ✓

Aha!

The three tramps had broiled a chicken, and they were arguing over the equitable division. Pete suggested they toss a coin.

"Head!" said Sam.

"Tail!" called Tom.

Pete laughed. "Okay! I'll take what's left."

✓ ✓ ✓

The Hint

Swain (in the late hours): "How can I ever leave you?"

Tired Father (poking his head round the door): "Bus No. 7, train No. 40, or any taxicab."—El Paso World News.

Hancock Bros.
INC.

EXPERT

**Ticket Production
SERVICE**

Railway Tickets, Transfers,

Commute Books

25 Jessie Street, San Francisco

Geneva Eight Wheel Gossip

By W. WEILAND

At this writing, we are sorry to hear that our Division Superintendent, Mr. A. E. Francis, who has been very sick, is still confined to his home. All of us wish him a speedy recovery.

Mrs. Tom Herbert says: "If telephone poles were made of rubber, we would still have our car".

"It's papa who pays, Tom".

Who was the motorman that was so cold the other night that he burnt his shoes out at the beach?

Conductor Motorman L. Thomas is seen walking to work every morning. Reason, his machine is out of gas and baby needs a new pair of shoes.

We would like to know what is the matter with "Copenhagen" Kenney's mouth.

We hear Motorman Manuel Menendez wants a set of blue-prints for a cabin trailer. What's up, Manuel, is the rent overdue?

Conductor Crowe would like to know, who builds the fires every morning on the gilly-room table.

We hear Conductor Alexander bought himself an electric razor, but why doesn't he use it?

"High-Gear" Newcomb was seen throwing snow balls made from hail the other day and he must have got a big kick out of it for he was all smiles.

"Kinky-Hair" Grassis is busy drawing up plans for the building of a canal across the Sahara Desert.

We have received word that Motorman Kenner has been appointed Guardian of the detail list.

Why has "Schnozzle" Bernstein, alias "George Murphy" switched from night runs to daylight's?

Inspector Mike Lewkowitz was seen running around talking to himself lately. Was the goat too ruff for you Mike?

Barney Hyland is planning on getting a set of rubber teeth so that when he puts them in his pocket they won't bite him.

We all hope that London will soon lose his pipe and then relieve us of that peculiar odor which always follows him.

Joe Conte says: "It's the gypsy in him," that makes him do those funny little things he does.

We may be mistaken but didn't we see Clyde Spillane and Johnny Kuchac at the Liberty Theatre about three weeks ago.

Does anyone remember "Tiny Kehoe" when he only weighed 250 pounds?

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Turk and Fillmore "Truth and Fable"

By E. DUTCHER



Jess of the shop gang at the Turk and Fillmore Division will not ask for any more papers. Seems that one of our Motormen or Conductors found a Swedish paper on a car the other day and give it to Jess with the green sheet of the Chronicle on the outside.

Who was that Operator that had a certain Starter call this office to see if he could get off? And was told to stay on the horse he was on and keep on going. None other than Jockey H. S.

Checker games at night here in the Gilly Room get very exciting at times. Seems that every once and awhile there is a loud war-hoop let out and make the help at the Boston Lunch, next door, think there is a murder being pulled off.

Poor Harold does not seem to get off just when he wants to.

You have heard it said, "The ghost walks." Well, ask Murphy what they mean by it.

Cowboy Leo is plugging away on the Balboa line with Conductor "Just Right" Hall. And a great combination they are.

The boys of the Turk and Fillmore Division wish to extend their deepest sympathy to Motormen Wyatt L. Harrison and Ralph C. Bishop, who lost their fathers through death.

We understand that our Conductor J. K. "Doc" McCullough has a new profession. Hear from very good sources he is studying to be a regular old fashioned Deacon.

In Memoriam

Frederick C. Waters of the Turk and Fillmore Division died January 26 at home, following a couple of weeks sickness. He has been associated with this company for seventeen years. During that time he was a conductor up until 1923, when he was appointed day clerk. Then in 1921 he was appointed Day Dispatcher. Due to ill-health he gave up the dispatcher's job and took a job as watchman at our treasurer's office, which he was holding at the time of his death.

Mr. Waters possessed a cheerful personality, which made a very deep and lasting impression on all his fellow workmen with whom he came in contact. He was about 72 years of age at the time of his death, and is survived by his wife and one daughter, Mrs. Gerald Kenny and a granddaughter.

A couple of the boys are expecting the great bird "Old Doc Stork" to arrive at their homes. I am afraid he will not get to visit them in time for this issue.

This cold weather has put a lot of the boys on the sick list with the flu, but they are gradually coming back to work.

Failing health for several months ended February 3rd in the death of Motorman Edwin H. Newman, of the Turk and Fillmore Division. Mr. Newman has been in the services of the Market Street Railway Company since August 17, 1917.

Giving to the Red Cross is for a great cause. So give generously. Flood sufferers along the Ohio and Mississippi rivers need all the help they can get.

Here is a very good list of Conductors and Operators of the Turk and Fillmore Division who have not been on the short and over list for the month of December, 1936:

Kennedy, C. W.	Jones, W.
Carver, J.	Gard, F. B.
Smyth, T.	Elliott, J. E.
Longfellow, J.	Marcum, H. M.
Bradbury, T. J.	Beall, C. E.
Waring, R. H.	Engle, H. R.
Monteleone, J.	Evans, T. Z.
Newman, E. H.	Northway, W.
Schmidt, H.	Boschetti, E. D.
Hollis, A.	Hutchison, W.
Carlton, L.	Clemo, C. E.
Dorgan, W. C.	Forslow, E. E.
Petrucela, C.	Scott, G. L.
Lasserre, J.	Olsen, J. H.
Coverdale, R. T.	Smith, W.
Jones, J.	Young, G.
O'Keefe, A. J.	Mammini, L. J.
Giblin, P. V. J.	Stringer, B. E.
Stanford, L.	O'Brien, J. J.
Bassillio, E.	Kremer, J.
Robinson, W.	Stagg, W. R.
Strong, E. L.	Webster, T. G.
Milanesi, L.	Carpine, M.
Flowers, D. S.	Haynes, W. S.
Himes, J. W.	Poe, B. B.
Baronie R.	Haslam, E. F.
Barrett, J.	Streit, J.
Yelavich, F.	Beirne, J.
Williams, T. E.	Larsen, C. M.
Burnett, J.	Bishop, R. C.
Ray, B. H.	Bergman, R. J.
Taylor, F.	Devincenzi, A.
Tunstall, J.	Leahy, M.
Boothe, F. R.	Brohman, J. J.
Regan, J. J.	Williamson, A. D.
Andersen, G. W.	Lyons, H.

These four (4) Motormen of this Division have kept a clean slate on Accidents for the year 1936. Not one of them writing out any kind of an Accident Report:

Watts, Charles F. Baronie, Ralph
Boschetti, Michael Strong, Edw. L.

And these ten (10) Motormen and Operators of this Division had to write up only one Accident Report for the year 1936:

Juedes, J.	Zitzelsberger, F.
Blue, F.	Stenberg, A.
Hoover, T. C.	Madziarski, W.
Schoonover, J.	Sawyer, J. C.
Monteleone, J.	Bethell, J.

These four (4) Motormen and Operators of this Division have not written any Accident Report for the last six months of the year 1936:

Stenberg, A.	Madziarski, W.
Bethell, J. W.	Bishop, R. C.

↑ ↑ ↑

Dixie Sawyer is a great friend to the boys here of the Turk and Fillmore Division. How about being your friend, J. C.?

↑ ↑ ↑

Motorman M. Carpine was called back to Florance, Colorado, on account of the death of his most beloved brother.

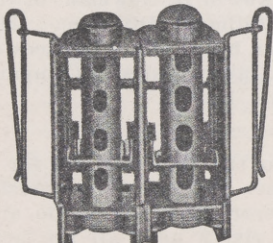
↑ ↑ ↑

Our Night Dispatcher has been laid up with the flu for a few days, but seems to be a lot better now.

THINK SAFETY

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST

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McAllister Division

By BILL SCHULZ

They say that Motorman Drouin is going into the rags-bottles-sacks business. He was seen over on Hayes St. gathering a bunch of old sacks that there in front of his car. (He saved a possible accident by removing these obstacles.)

They say that Motorman Williamson goes riding around in the rumble seat of an auto and then complains that he has so many kinks in his side that he wants to flop when he gets to work. We suggest that he tell his friend to get a closed car.

Motorman Wilke must be getting to be a good pool player, for I hear that he asked about five of the boys to play and they all refused.

Conductor Jack Watson says that he can explain why Conductor Jones has been looking so unhappy these last few weeks.

Conductor Glasserman bought a pair of new suspenders and was putting them on with the able assistance of Conductor Dokes. When Mr. Dokes was trying to hook them at the back, the suspenders slipped out of his hand and hit Glasserman on the back of the neck, and he turned and wanted to know who was throwing things at him.

I hear that they have a special crying towel for Motorman Baker. I guess I should put a warning in the column right now—You fellows better not touch this towel, for I know that Baker will resent it very much.

I would like to ask Motorman Ed Siler if the headlight on the wagon his boy received for Xmas is still in good working order.

Johnny Ball wore a leather coat one night when he was working on Hayes Street. I think he must have borrowed it from someone—at any rate, his conductor says that everyone who got on the car was asking where the motorman was, for they could only see a large coat.

Oh, Boy! We have another member for the "Come to work on your day off" club. Motorman Ed Siler got up about 4:00 o'clock in the morning and came all the way to work only to be told that it was his day off. I'll bet that Ed takes a run next sign-up that does not go to work so early.

On January 18, 1937, Conductor Lagosa, who had run 33 McAllister, thought he would like the day off, so he passed his run to the last man on report, and Elmer Maples, who was in the office at the time, told him he would have to collect over at the school. Now Al was all smiles, as he figured that he would collect and then be through for the day. But, Oh me! Oh my! When he came back from the school Al was told to go home and get some warm clothes on for he was going to be out very late that night. I think the exact time was 2:32 A.M.

Motorman Thomas Green, the old hog caller, has another automobile. I think it is a Ford Coupe this time. We hope this one lasts a long time, Tom.

They say that Conductor J. Allen phoned in one night to save himself from an oversleep on a very late run on McAllister. Jim did not get to the barn until about seven o'clock and was he surprised when he had to finish up on the run he should have started.

Ah! We have another sleeping beauty in our midst—Conductor Watson. Chalk up one for Mr. Watson. I'll bet Conductor Jones says, "I told you so."

/ / /

The motormen on McAllister all like to have Conductor Carl Anderson follow them in rainy weather, for he has a piece of cloth that he claims will keep the rain off the windows so they can see a lot better. By the way, Carl, I guess you have told your former motorman, Glen Roberts, that all large packages, etc., should be put in the front gate, not the rear.

/ / /

Liberal Reward—for the finder of the 2 lbs. that Motorman Kendall claims he has lost since the holidays:

/ / /

Well, there seems to be an epidemic of the boys coming to work on their day off. I have one here that should be made some sort of officer in this unique club—Motorman John Cullen came to work on a Sunday, so I guess we should make him at least a janitor of the club. We have the following members enrolled to this date—Motorman Cullen, Conductor Coleman, Conductor Warner, and Motorman Siler.

/ / /

I wonder if any of you boys ever happened to watch Motorman McDowell eat his lunch. Mac always gets over in the corner by himself, unwraps his sandwiches, and starts talking to himself. The first question he asks himself is, "Well, Mac, old boy, what kind of a sandwich will you have this fine morning?" Then the old boy pipes up with, "I guess I will have a nice cheese to start out with, and then I will wait for Conductor Hennessey to come in, for he brings the best coffee that I've been able to mooch." I wonder what Mac is going to do now that Conductor Hennessey has a night run.

Conductor Norcia has been raising a nice new mustache and he is trimming it about twice a day. In fact, we saw a cigar box in his locker and he has a brand new razor to do the trimming with. He has also become very jealous of Motorman Fred Parrell's nice mustache, but he claims that Fred puts shoe polish on his to make it look so black.

/ / /

I'm sure that the boys wish to extend their most sincere regrets to Conductor Mitchell at the loss of his sister.

/ / /

Motorman Carl Swanson took the Owl for a short sign-up and now seems to be having a hard job throwing switches in the daylight.

/ / /

Motorman Ed Schulman made a grand dive for an empty purse that had been planted for him over at 8th and Clement. Boy, was Ed's face red when he found it empty.

/ / /

Motorman Baker has gone in for smoking strong cigars. He was seen smoking one of those Italian cigars better known as a Broadway Optimo.

/ / /

Motorman Lemeiux is all smiles again—the boys left the Owl for him.

/ / /

They say that Motorman Harry Busse has gone to the hospital for an operation. I'm sure that as soon as he can receive visitors he would be very glad to see a few of the boys, for it gets mighty lonesome lying on your back in the hospital. We all wish you a speedy recovery, Harry.

/ / /

They say that Motorman Siler must have joined the Boy Scouts, for he is wearing a pair of long stockings. Ed says this week he got the stockings, but wait until next week when the scout master, Al Lagosa, gives him his shorts to wear.

After seeing the popularity of the "Come to work on your day off Club," I took the liberty to organize an opposition club—"The stay home the day before your day off Club." This promises to be a very exclusive organization, as the initiation fee is a day's pay. However, there is a membership of three already — your humble reporter, Weepah MacAuliffe, and Motorman Hartman.

What certain conductor had an oversleep on his second swing one night while he was lying down in his room reading the newspaper. This gentleman is slightly bald and is always tipping his hat to someone.

Who was it that rode the No. 45 out to the beach and when he alighted from the car displayed manicured finger nails and boasted about working with beautiful nails. Could it be Staley?

Viper

Cowboy: "My podner and I are taking a trip through the desert next week. He's taking along a gallon of whisky for rattlesnake bites."

Visitor: "And what are you taking along?"

Cowboy: "Two rattlesnakes."

—West Virginia Mountaineer.

Employees, whose watches do not keep accurate time, should have Preston regulate them.

Will be at the car house in the evening every two weeks. —Adv.

CONDUCTORS

Inquiring passengers will appreciate the courtesy if you direct them to

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Answer to January Crossword Puzzle

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N	O						O	R	A	T	O	R	Y
A	N	C					E	T	E	R	N	S	O
B	O	I	L	S			A	N	T		A	C	A
L	Y	R	I	C	A	L				H	E	R	R
E		O	M	A	N	E			A	B	E	T	S
A	N	A	L				E	L	F		L	E	C
A	C									A	P	A	C
S	E						T	O	A	D		W	I
S	T	R	I	P			Y	E	N		T	E	X
T	A						A	S	S	E	T		R
T	I						O	S	I	E	R	E	D
D	E	N	S	E			S		S		O	D	I

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By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON



How much did you give to the Red Cross for Flood Relief? Oh, yes, we know you can't be bothered, and anyway the flood is east of the Rockies; but did you ever stop to think we might have another earthquake and fire? So give all you can.



Motorman Wm. Spencer is back to work after a lengthy session with old man Flu. Glad to see you with us again, Bill.

cut and now he wears an overcoat with a large collar.

Motorman Jack O'Rourke is also a victor over a bad cold, and back to work as cheerful as ever.

Conductor Leonard Larison and Motorman J. L. Lewis are the most conspicuous persons in the division. Did you all see those yellow ties?

Motorman Wm. Gaumer has been off sick the past few days and we hope he will be back to work again soon.

Motorman L. Vorpahl has been off sick for about a week. When he is off we do not know it, the reason being that most of us never see him, at least not for weeks at a time, as he works the "Owl."

Conductor Stephen Jerabek is on the sick list again; we think he reported back too soon after he had the flu and caught another cold. To date we haven't heard what the trouble is, but hope you will be back soon, "Jerry." We miss the stories you have to tell.

For the past month there has been so many of the boys sick for at least a period of three or four days at a time, that it is almost impossible to mention them all at this writing.

The Macs are together again; they were separated for a sign-up, and the one that was through first would wait for the other. That must be what is called brotherly love, or something.

The worried look has disappeared from the faces of repair men Broyles and Martin since the Muni exams are over. Don't worry, boys; you will know how you made out in about two months.

And sure the Irish are working together on Run 4 California, viz. Conductor W. J. Herlihy and Motorman Tim Concannon, and do they go places? Sure, to the Ferry and back to Forty-fifth Avenue most all the time.

We understand that repairman Tony Spagnolo was told to turn a car around, and that he found it easier to turn the Car House around.

Motorman Fred Gutchow says, "It is easy to wake up for his run now as he don't go to work until 1:26 P.M."

Conductor Jim Pruitt is the proud possessor of a magazine, in which he wrote several articles, published during the month of April and the year of 1916. He wrote an article on how a conductor should prevent accidents, stating that the conductor should be alert at all times. Jim practices what he preaches. To him this magazine is a treasure.

Conductor Jerabek had his hair

With all you fellows getting married, how come we haven't seen any cigars around here; you are not going Scotch on us and cause us to buy our own. However, if you should bring some, no more of those kind two for —, please. Who said thank you?

✓ ✓ ✓

Did any of you know that the Author D. Song Writer, Mr. Wittmark, does not receive any royalties for his songs; he gives it all to a home for crippled children. One of his most popular numbers was, "Thanks a lot!"; do you remember it?

✓ ✓ ✓

Motorman Stephen Nessinger was very upset as he had to get his own meals for a couple of days. To his and our sorrow his wife was sick with the flu and all that goes with it. She has it licked now, however, and poor Steve did not die from indigestion during her stay in bed.

✓ ✓ ✓

Who is the smallest but noisiest conductor from this division? You do not have to guess, as we will give you the answer and the reason. Conductor Conrad, known as "Shorty," out-talked "Gus" and three others the other morning, and that's going some.

✓ ✓ ✓

We just had a new sign-up and again the "Guy" ahead of Gustafson took the run that Gustafson wanted, which was tough on Gus, but next time he won't tell anyone what he wants, and maybe this "Guy" won't get what he hopes to get.

✓ ✓ ✓

Pet

Thoughtful Friend: "My good man, why don't you take the street car home?"

Illuminated One: "Sh' no ushe. Wife wouldn't let me keep it in the houshe."—Sheboygan (Wis.) Press.

✓ ✓ ✓

Did any of you work out the cross word puzzle furnished by Mr. and Mrs. L. M. Faulk, and would you like to have them make up another for us? Please let us know.

Conductor Joseph Gollob started a rotation pool tournament last August, and on the 14th day of January, 1937, it ended; in fact, it was so long in coming to an end that when the last fellows played we thought that it was just another game of rotation, so paid no attention to the champions who were battling for first and second places. As near as we know there were three winners, viz., Motorman V. Sodlink, Motorman George Crader, and Motorman Perry. What happened to the conductors?

✓ ✓ ✓

We wonder how he does it? You know him, that man about town known as Conductor Chas. Leasure. Who is the beautiful brunette we saw him with lately? You should have seen the wonderful New Year's card he received.

✓ ✓ ✓

In Memoriam

It is most unfortunate that we must mention the passing of several of our employees, and also that of a former employee, all of whom died within a few weeks time.

Motorman Finley Young passed away on January 17th, 1937, at the St. Francis Hospital, due to pneumonia.

Motorman Ben Frisch passed away on January 26th, 1937, at the St. Francis Hospital, due also to pneumonia.

Each of the men were stricken quite suddenly and death came after a very brief illness.

Former Dispatcher C. W. Luckey, who entered the services of the company on March 20th, 1908, died at the San Francisco Hospital January 17th, 1937, after having been ill for a very short period.

We wish to extend our heartfelt sympathy to all the families who survive the above-named men, during their time of bereavement.

<p>THINK SAFETY</p>

28th Street—Castro Cable

By JAMES O. BITTLES and DANNY DONOHUE



The cold weather has us all grunting and groaning, whining and crying, jumping and dancing, coughing and sneezing, with pains and aches and, of course, the flu.



From the way they looked some of the boys wore the overcoats they graduated from school with. We saw

some of the coats the boys wore in the gay '90s.

look under the great big overcoat you will see Pat.

Motorman Campion stuffed straw under his shirt. Jack said it was much warmer than the newspapers he wrapped around his legs.

Conductor Cyr says it's the Spring-time and not the Winter that is worrying him. The poor man is making a trip to the altar. Cheer up—why be so downhearted.

Conductor Frissella received so much attention during the cold spell. Johnny had to take hot soups, hot footbaths and sit by the old fireside.

Motorman Holtzen goes down Mission Street helping Conductor Hogan buy some chickens. What's the matter, Fred, nobody sick in your home?

Motorman Louis Gordon says wearing three overcoats is uncomfortable, but as long as they kept him warm that was all he wanted.

The flu has Conductor Nerio worried. No, Pete is not sick, but there are so many sick that Pete can't get a day off.

Conductor Papale heated all the stove lids, then wrapped them in newspapers, and took them to bed with him.

Conductor Reinhardt says that if you get lots of sleep, eat good food and not worry, you will avoid sickness. You can tell he is not married.

Three suits of underwear, three top shirts, four slipon sweaters, five pair of socks, two pair of mittens, one overcoat, one muffler. No, we are not ordering something—just telling you what Motorman Carroll wore during the unusual weather.

Have you noticed how sad Conductor Gallagher looks. Well, Roy's pet dog got killed by a machine and a man's best friend is his dog.

Motorman Young says the cold weather had him worried as his chickens were not laying. He likes his eggs right from the nest.

Conductor Parmely looks so cheerful lately. Is it possible that married life is getting Jim that way?

Motorman Pat Flynn has not been seen for a month. Of course, if you

Motorman Adams bought an oil heater to carry on the platform with him. Bullet should have known he could not do that.

This may be a little late, but if any of you boys still have your old license plates yet to be changed, see our Janitor Fred Parker. Fred surely knows how.

This column extends to Conductor Pauley its deepest regret at the passing in death of his beloved wife after thirty-five years of married life.

We were all surprised to learn of the untimely death of Conductor Sanders. George was a likeable fellow and well liked by all. His remains were taken to St. Helena for burial. Our deepest sympathy goes to his bereaved wife and family.

Someone stole Conductor Hoffman's glasses from his eyes when he was sleeping. Were you standing up or lying down, George?

Conductor Slack's Old Kentucky Home looks like the Swannee River since Old Man River failed to stop.

Motorman Howett reports everything is all well back in Kansas. Dave says the folks raised a few extra hogs this year.

Motorman Cain is going to help the flood victims even if he has to cut down his meals to four a day.

Here is for a speedy recovery to all the boys with the flu and continued good health to all who haven't it.

Conductor Johnson is another of the boys who had to dust off the old overcoat to keep warm, but John says when a fellow can run home once in a while it helps quite a lot and that changes are pretty lightsome at times. How about it, John?

Conductor R. W. Carter is another one who is not taking any chances. He only wears two shirts, two sweaters and an overcoat buttoned up. Robert says better be safe than sorry.

We were all wondering why the passengers on Conductor Higuera's car insisted on standing on the rear platform during the cold spell, but Marion says that it was just the heat circulating from his hot water bottle that made the rear platform so comfortable. Do the restaurants keep lots of hot water on hand, Marion?

The following is a list of our 28th Street family who are at present on sick leave, all of whom we hope are well on the way to recovery.

Sutleif, C. R.	Knox, F. A.
McHugh, W.	Munday, O. H.
Pocklington, G. W.	Horton, J. B.
Stout, V.	Bakopanos, G.
Ward, J. F.	Zucconi, E.
Becker, M.	Goumas, P.
Boyer, V. C.	

Employees, whose watches do not keep accurate time, should have Preston regulate them.

Will be at the car house in the evening every two weeks. —Adv.

J. FINN, President R. B. FINN, Secretary

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DO YOU KNOW

That we yet have to see the day when they will put rails on the roof of the car ahead of us. You can't run over them, why run into them?

The following named conductors of the 28th and Castro Streets Division have had no remittance errors for the month of January, 1937:

Armstrong, W. A.	McHugh, W. M.
Barbero, B.	McKeown, J. M.
Bassillio, J. S.	Morris, J. L.
Bacher, J.	Mullin, P.
Beebe, R. R.	Neuner, G.
Becker, M.	Nicoletti, S. J.
Bluecher, C. J.	Ochesky, H. L.
Briggs, R. E.	Parker, E. L.
Cooley, G. J.	Patterson, T. A.
Curtin, D. J.	Peak, C. J.
Dupuy, E. P.	Reinhardt, W.
Flieger, B. F.	Sammons, J. B.
Fulton, J. L.	Shaw, A. L.
Giroux, A. A.	Sherman, W. A.
Griffith, T. F.	Seimans, D. R.
Hanback, A. M.	Siess, R.
Healy, W. M.	Slack, J. B.
Hefferman, C. J.	Smith, R.
Houston, A. H.	Stout, V.
Hoy, O.	Sutilef, C. R.
Jackson, F.	Thibault, J. A.
Jones, J. E.	Vaughn, J. C.
Lewis, J.	Watters, K. B.
Long, F. E.	Whelton, C.
Lunden, P. H.	White, W. H.
McCarthy, M.	Wiser, J. H.
McGeorge, J. M.	

The following named motormen and gripmen of the 28th and Castro Streets Division have written no accident reports for the past six months, August 1, 1936 to February 1, 1937:

Biboly, D. C.	Jones, H.
Botts, H. L.	Langston, W. J.
Burns, E. E.	Larsen, R. E. V.
Campion, J. J.	Lowder, E.
Cantoni, L.	McPhun, C.
Catoir, C. E.	Munday, O. H.
Carr, J.	Semmelhaack, J.
Codino, D.	Strohecker, W.
Cullen, T. P.	Walter, F. C.
Easter, C. D.	West, W. H.
Fuller, J. C.	Wickett, C. E.
Gallo, C.	Williams, S. U.
Healy, T.	Willman, J.
Horton, J. B.	Zucconi, E.
Hugh, E. H.	

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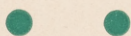
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FEBRUARY



The second month of the year, February, receives its name from the Roman "Februa," meaning a festival of purification. This month is noted for its shortness (only 28 days except during leap year) and for the following principal dates:

February 12 . . . Birthday Anniversary of Abraham Lincoln.

February 14 . . . St. Valentine's Day.

February 22 . . . Birthday Anniversary of George Washington.





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